

MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., SEPTEMBER 15, 1939

The second meeting of the Commission of Fine Arts during the fiscal year 1940 was held in its office in the Interior Department Building on Friday, September 15, 1939. The following members were present:

Mr. Clarke, Chairman,
Mr. Savage,
Mr. Borie,
Mr. Shepley,
Mr. Lamb,
Mr. Manship,
also H. P. Caemmerer,

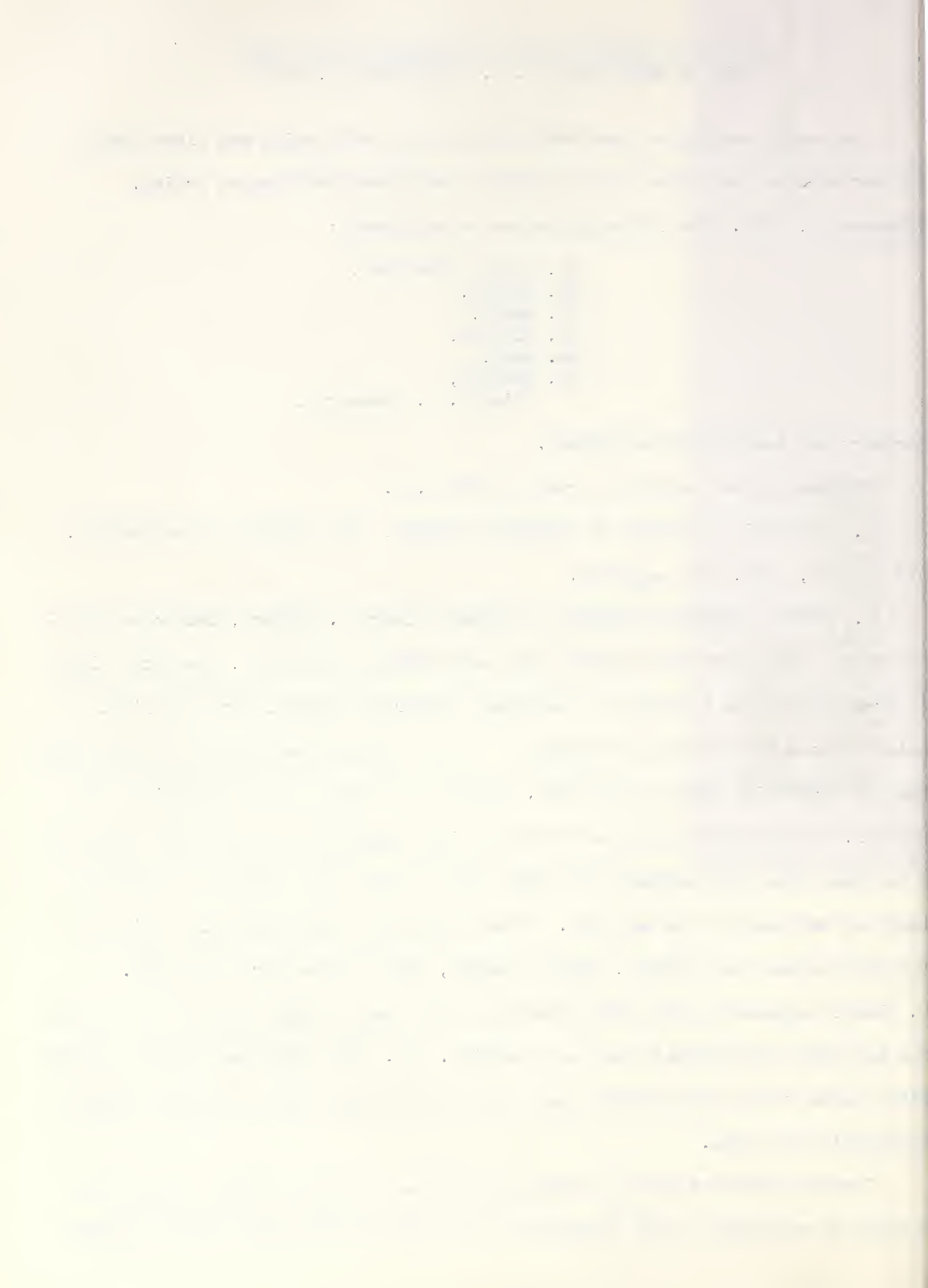
Secretary and Administrative Officer.

The meeting was called to order at 9:30 a. m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the Meeting, held July 20, 1939, were approved.

2. THOMAS JEFFERSON MEMORIAL: Professor Henry V. Hubbard, Landscape Architect member of the National Capital Park and Planning Commission, presented plans for treatment of the approach to the Thomas Jefferson Memorial from the Tidal Basin and made the following statement: "In my opinion something more is necessary than the meandering form of the basin. Nothing is there to give emphasis to the Memorial." The Commission concurred in the idea suggested by the sketch but felt at the same time undue emphasis had been given by the large planting proposed to flank the entrance of the memorial. It was noted that there will be a drive 20 feet wide around the building, which, however, will be used more as a walk. Mr. Clarke suggested giving consideration to the idea of steps down to the water's edge and posts and chains to act as a barrier. Mr. Lamb suggested having a single plinth block at the sides rather than two or three small units and made a sketch illustrating his idea.

Professor Hubbard said in conclusion that as a result of this submission, he would be satisfied if the Commission of Fine Arts would concur in the general



idea suggested by the sketch and this the Commission did.

3. OSCAR STRAUS MEMORIAL: The secretary reported that Congress, by Act approved August 9, 1939 (Third Deficiency) had provided an appropriation to pay for grading the location of the Oscar Straus Memorial, as follows:

Great Plaza Development, Triangle, Washington, District of Columbia: For the preparation, for location thereon of the Oscar S. Straus Memorial authorized by the Act of March 2, 1929 (45 Stat. 1540), of a portion of the Great Plaza, including necessary drainage and administrative expenses, fiscal year 1940, to remain available until expended, \$7,250.

Mr. Clarke reported that he had talked with David Hinshaw, Secretary of the Oscar Straus Memorial Association, who had told him that the association has \$200,000 for the memorial but that Mr. Weinman's sculpture calls for \$90,000 and the rest of the memorial cannot be built for \$110,000, the way it is designed. Mr. Hinshaw wants to know whether or not the Commission of Fine Arts would entertain the idea of changing the design and getting something acceptable for the money they have. Mr. Clarke said: "I replied that the Commission of Fine Arts certainly isn't going to say, 'You must do something like that and nothing else'. It is conceivable something different can be done and if Mr. Eggers will make a new design the Commission will inspect it at any time. The whole aspect has changed since the memorial was designed in 1929, for instance, there is to be no water panel in the Great Plaza. I suggested the possibility of having the memorial face Fourteenth Street rather than the court because that could be worked out just as happily. Eggers is going to study it and I did not think the Commission would object to him making another study and you might like it better."

The Commission decided to await the sketches of the revised design.

4. PORTRAIT OF FORMER PRESIDENT HOOVER: The secretary submitted the following memorandum with applications received thus far to paint the portrait of President Hoover:

September 15, 1939.

Memorandum for the Commission of Fine Arts:

Subject: Portrait of Former President Hoover for the White House.

By Act of Congress approved August 5, 1939, the following legislation was adopted:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Joint Committee on the Library is hereby authorized to procure an oil portrait of former President Hoover, for the White House to be painted by American artists, at a cost not to exceed \$2,500. The committee shall have the advice of the Commission of Fine Arts in accordance with the Act of Congress approved May 17, 1910.

Since then considerable interest has been manifested on the part of artists concerning this portrait and I have received a number of applications from artists who wish to be commissioned to paint the portrait. I wish to point out, however, that this act of Congress is simply an authorization. I have been definitely informed by the Clerk to the Committee on Appropriations of the United States Senate that payment of the \$2,500 for the portrait cannot be made out of the Contingent Fund of the Senate but that it will require a special appropriation act. This could be inserted in the First Deficiency Bill in January 1940 or one of the early general appropriation acts.

(Signed) H. P. Caemmerer,
Secretary.

Applicants to Paint Portrait of Former President Hoover

1. Albert K. Murray, B. F. A., 1 W. 67th St., New York City, -- Senator J. M. Slattery.
2. Miss Martha Fort Anderson, Mt. Airy, Georgia, --Senator W. F. George.
3. Miss Violet B. Wenner, 819 North Michigan Avenue, Chicago, Illinois.
4. Miss Edith Stevenson Wright, Hotel Cleveland, Cleveland, Ohio.
5. Mr. S. Curtis Baker, 2008 I Street, N. W., Washington, D. C.
6. Mrs. Joseph C. Oxley, Lewisburg, West Virginia.
7. Mr. W. S. Slagle, Alton, Iowa.
8. Mr. Edward Newnam, 7700 Verree Avenue, Philadelphia, Pa.

1. The first part of the paper

describes the general situation of the country

and the position of the different parts of the country

2. The second part of the paper describes the different parts of the country

3. The third part of the paper describes the different parts of the country

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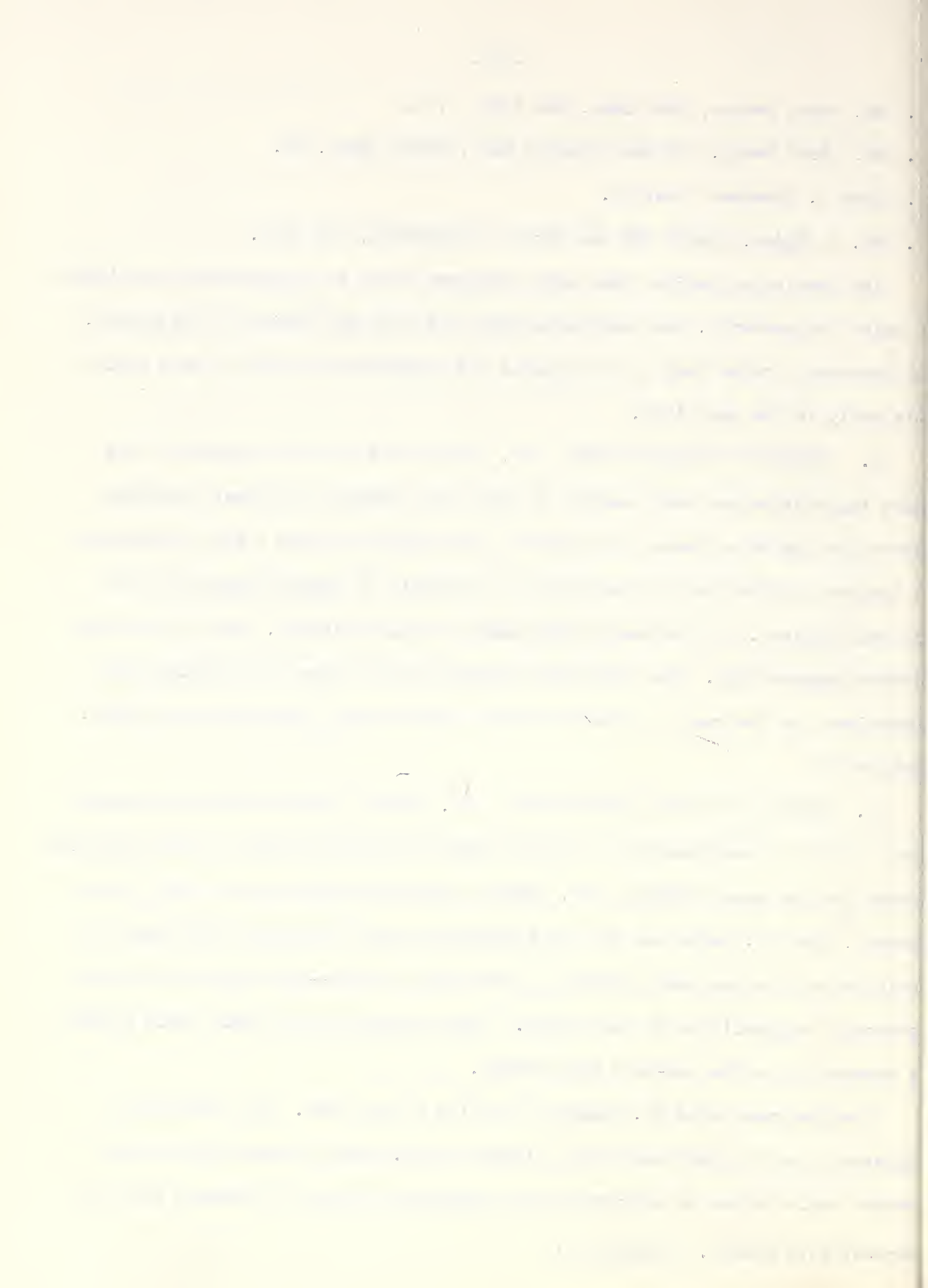
9. Mr. Fritz Werner, The Plaza, New York, N. Y.
10. Mr. Lloyd Embry, 135 East Bradley Lane, Chevy Chase, Md.
11. John C. Johansen (orally).
12. Wm. H. Ogden, Studio 99 $\frac{1}{2}$ Oak Street, Binghamton, New York.

The Commission decided that until Congress makes an appropriation available to paint the portrait, the Commission would not take any action in the matter. The Secretary stated that it is expected the appropriation will be made available early in the year 1940.

5. PORTRAIT OF CHARLES MOORE: Mr. Clarke said that it occurred to him since legislation has been enacted to paint the portrait of former President Hoover for the White House, it would be a fine thing to have a bill introduced in Congress authorizing the painting of a portrait of Charles Moore for the National Gallery. He has been fifty years in public service, most of the time without remuneration. The Commission agreed that the idea was excellent and authorized the Chairman to write to Senator Barkley and Representative Keller. (Exhibit A)

6. STATUARY FOR THE APEX BUILDING: Mr. Manship reported that he recently made a visit to New Rochelle to see the models by Michael Lantz of the sculptural groups for the Apex Building. Mr. Manship said the models are not very satisfactory, that Mr. Lantz has not had experience enough in doing a big piece of sculpture and he has been spending a great deal of time--more than was thought necessary originally to do the groups. After working on the small scale models he expects to do the one-half size models.

The Chairman asked Mr. Manship to follow up the work. The Commission suggested that the Chairman write a letter to Mr. Lantz, requesting that the quarter scale models be approved by the Commission before he proceeds with the one-half size models. (Exhibit B)



7. SMITHSONIAN GALLERY OF ART: Mr. Clarke reported that he had received a letter from Mr. Moore concerning the design of the Smithsonian Gallery of Art, a copy of which was sent to each of the other members of the Commission.

(Exhibit C)

Mr. Clarke said: "Yesterday I saw Dr. Abbot concerning the matter, and I asked that the Saarins be considered simply winners of the competition who in due time would be asked to make a suitable design for the location on the Mall." Dr. Abbot agreed to this suggestion and said he would so recommend to the Board of Regents of the Smithsonian.

8. NATIONAL MUSEUM EXTENSION: Mr. Clarke said he had a talk with Dr. Abbot, Secretary of the Smithsonian Institution, concerning the proposed extension of the Natural History Building and that he had informed him that the Commission thought it was short-sighted to add wings to the existing old building and disapproved the scheme and that the Commission had recommended instead a new building on the square along Constitution Avenue between 12th and 14th Streets because it would be needed in a few years. Mr. Clarke said that Dr. Abbot had informed him that the several letters which the Commission of Fine Arts wrote on the subject had not come to his attention. Mr. Clarke also said that he showed Dr. Abbot from the sketches that the wings would cost as much as a new building and that if he did not preempt the site some one else would, and then where would he go. Dr. Abbot thought the Commission's suggestion a good one.

The Commission agreed that the Chairman should send copies of the correspondence on the subject to Dr. Abbot. (Exhibit D; see also D-1)

9. SHOREHAM HOTEL BUILDING: The Building Inspector submitted an application (No. 783) for an addition to the Shoreham Hotel near Connecticut Avenue and Calvert Street. The Commission inspected the drawings. The architect members of the

Commission felt that the design for the addition did not carry out the spirit of the old building. They thought the building looks factory-like, there being too many windows in it. The secretary reported that the old building was built before the Shipstead-Luce Act was adopted.

Mr. Abel, the designer, came in later to explain the plans and Mr. Shepley, representing the Commission in the matter, said:

"We received these drawings this morning. We have noted the old building was built quite a long time ago and we are disappointed in the new wing because it does not carry out the spirit of the old building. The old part of the building has some interesting features--some bay windows and a little roof house on the top. This extension is quite commercial looking. We think you could put a little more interest in the wings. The building needs a base. It is too factory-like."

Mr. Abel said the old building has larger apartments. Mr. Shepley suggested that he combine some of the small windows into one large window. Mr. Lamb also thought it would improve the appearance of the building if he would reduce the number of windows by unifying them wherever possible and increase the wall area; also make the mezzanine floor windows round in order to introduce a little change in the design; and also take out a break in the wall. The Commission requested Mr. Abel to submit a revised design of the elevation, incorporating the suggestions made. This was done and prints of it were sent to the architect members and it was thereupon approved.

10. GROCERY STORE AT 311--27TH STREET, N. W.: (Application No. 781).

The secretary submitted a set of blueprints received from the Building Inspector, together with perspective, for a grocery store at 311-27th Street, N. W., on Square S. 12.

A memorandum was received from Mr. Frank T. Gartside, Acting Superintendent of the Office of National Capital Parks, protesting against the erection of the proposed building, since part of the project would include a section of the Chesapeake and Ohio Canal property now owned by the Government. Also a protest against its erection was received from the Acting Commissioner of Public Buildings (Exhibit E and E-1)

The Commission decided that since the plan indicates the use of Government property, the Commission of Fine Arts cannot give consideration to the submission. The Building Inspector was notified accordingly.

11. DESIGN FOR RESIDENCE ON 16TH STREET AT ROCK CREEK PARK: The Inspector of Buildings submitted a design for a residence to be built at 6709--16th Street (Application No. 784) designed by the Shapiro Construction Co. The architect members of the Commission inspected the design and regarded it poor Georgian architecture. The Commission objected to the high porch extending to the cornice. Mr. Lamb called attention to the bad modernistic fenestration in the back. The Commission endeavored to get word to the designer to have him appear before the Commission but Mr. Shapiro could not be reached. Thereupon the Commission disapproved the design and requested the secretary to inform him of the criticisms of the Commission concerning the design and also requested that he secure a good architect to design the house. The secretary informed Mr. Shapiro accordingly.

12. MASSACHUSETTS AVENUE BRIDGE: Captain H. C. Whitehurst, Director of Highways, in company with Louis Justement, architect, and Mr. Tatlow of the firm of Cortelyou and Harrington, Engineers, submitted a revised design for the new Massachusetts Avenue Bridge to cross the Rock Creek Parkway, in which design the previous suggestions of the Commission had been embodied. Mr. Clarke called attention to a letter as follows he had received from Captain Whitehurst:

August 18, 1939.

Dear Mr. Clarke:

At a meeting of the Fine Arts Commission in Washington on April 21st you very kindly considered several sketches for the proposed Massachusetts Avenue Bridge across Rock Creek Parkway. Subsequent to this meeting, by letter of April 26th, you expressed the Commission's favor of the type of bridge proposed by the District for this location.

We were not in a position at that time to proceed with the changes in design or with the working drawings as the legislation did not provide for a bridge. It was necessary for us to await further congressional action, which has now been secured as a part of the 1940 Appropriation Bill. Our engineers and architect have restudied the design originally considered to be the most appropriate and have removed we believe the objectionable features to which you called our attention in your letter of April 26th. I am enclosing photostat of the rendering which I hope you will find meets with your approval.

I want to call your attention, however, to one change that we propose, that is, the drawing shows a solid stone parapet, which we propose to reduce in height and utilize the same type of railing that was used on the Calvert Street Bridge. We believe that this will be particularly desirable so that travelers over Massachusetts Avenue will have an opportunity to look up and down the Rock Creek Valley.

We contemplate the use of rubble stone, as indicated, utilizing granite trim. While other types of stone may be appropriate it is felt that the type of stone proposed, used so generally in Rock Creek Park, is particularly appropriate. Its cost is slightly less than other stones and with the total cost of the bridge very limited, aside from securing the desired effect its use is advisable. In this we hope you will agree.

The purpose of resubmitting this sketch to you is two-fold: first, to give you an opportunity to further criticize the design although we note you approve of the general design as expressed in your letter of April 26th; secondly, so that we may start the working drawings for this structure at the earliest practical date. There is involved at this location in addition to the bridge structure the construction of the west side interceptor sewer and it is highly desirable that that work and the bridge work be coordinated.

Your consideration and advice in this matter will be deeply appreciated.

Very truly yours,
(Signed) H. C. Whitehurst,
Director of Highways, D. C.

The Commission inspected the design and noted that the voussoirs are to be four feet long at the top and 7 feet 6 inches long and 2 feet deep at the bottom. Local stone will be used for the structure--the ceiling will be of slab stones to hide pipes and other public utilities. There will be a railing on the bridge similar to that on the Calvert Street Bridge so as to afford a good view of the parkway. (Exhibit F)

13. PAINT FOR NEW PENNSYLVANIA AVENUE BRIDGE: Captain H. C. Whitehurst asked advice as to the color of paint he should use for the new Pennsylvania Avenue Bridge, S. E. The Commission recommended the use of gray green paint--the same color as was used for Chain Bridge and for the railing of the underpass at Thomas Circle.

14. COLUMBIAN FOUNTAIN: The secretary reported that Congress by Act approved August 9, 1939, has enacted legislation for erecting the Columbian Fountain. The Commission decided to take no action in the matter of location until assurance is received that sufficient funds are available to erect the fountain. (Exhibit G)

15. DISTRICT OF COLUMBIA ARMORY: Captain Patrick H. Tansey, Assistant Engineer Commissioner of the District of Columbia, in company with Nathan C. Wyeth, Municipal Architect, and Colonel John C. Oehmann of the District of Columbia Militia (also Inspector of Buildings of the District of Columbia) submitted a model for a District Armory to be located at the end of East Capitol Street adjacent to the Anacostia Park and authorized in the D. C. Appropriation Act approved July 15, 1939, as follows:

"For beginning construction of an armory for the Militia of the District of Columbia on all or any of squares 1121, 1122, 1128, 1129, 1135, and 1136, as may be determined by the Commissioners of said District \$350,000, together with an additional sum of not to exceed \$150,000 which is hereby reappropriated from the unexpended balance of the appropriation of \$500,000 contained in the District of Columbia Appropriation Act for the fiscal year 1939 for beginning the construction in square 533

of the first unit of an extensible building for the government of the District of Columbia, and the Commissioners are authorized to enter into contract or contracts for the construction of such armory at a total cost, exclusive of furniture and equipment, not to exceed \$2,750,000: Provided, That not to exceed \$60,000 shall be immediately available for the preparation of plans and specifications, in consultation with the Commanding General of the District of Columbia Militia, and for the employment of professional and other services without reference to the Classification Act of 1923, as amended, section 3709 of the Revised Statutes, and civil-service requirements, and for other necessary expenses, and the Procurement Division of the Treasury Department is authorized and directed to render such services, in planning as the Commissioners may deem necessary, subject to reimbursement for such services.

Colonel Oehmann explained the organization of forces that are to use the Armory and why their special needs have to be met. He said there are four regiments and within them their specialized units. The National Guard belongs in the 29th Division, representing Maryland, Virginia and the District of Columbia, who furnish the troops for the infantry and the artillery. The District furnishes the Engineer Corps and also enlisted men of the divisional staff. In addition there is the D. C. Militia. There is no armory in this country which must house so many specialized groups. The building has been designed with the idea of utility within the group. No more space has been taken up than is needed. Colonel Oehmann pointed out in the model the location of the headquarters of the Commanding General, facing the Plaza, and entrances at the sides for public use of the auditorium. Also he indicated location of different regiments in the building. On the east will be the headquarters of the 121st Engineers, on the south that of the 260th Anti-Aircraft Coast Artillery, on the west will be the headquarters of the special troops and military police of the 29th Division and the 1st Battalion of the 104th Quartermaster Division. Each will have its own entrance. He said the equipment would be stored in the basement, such as a rifle gallery on one side and a motorized unit on the other. The building will measure 240 by 394 feet and it is planned to seat 4,500 in the balcony and 6,000 on the main floor. It is to be one of the finest armories in this country.

The first part of the paper is devoted to a general discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The second part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The third part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom.

The fourth part of the paper is devoted to a general discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The fifth part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The sixth part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom.

The seventh part of the paper is devoted to a general discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The eighth part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The ninth part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom.

The tenth part of the paper is devoted to a general discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The eleventh part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom. The twelfth part is devoted to a detailed discussion of the problem. It is shown that the problem is of great importance in the theory of the structure of the atom.

Mr. Lamb asked to what extent the Armory would be used by the National Guard and Colonel Oehmann replied that it would be used on Tuesday, Wednesday and Thursday nights of each week. On other days the Armory would be available for public use. Mr. Shepley asked concerning lighting and Colonel Oehmann replied there would be windows on the sides and ends. "We hope we can get enough without any skylights and I think we have enough space on the long side walls for windows."

Mr. Clarke was concerned about the material of construction, and asked Mr. Wyeth whether or not he had seen the Naval Testing Basin and what he thought of it. Mr. Wyeth replied the exterior of the Naval Testing Basin is of precast cut stone. He said: "Personally, I like it and we have thought of using it." Mr. Borie said: "I think it is very deceptive--different from the old cast stone--it has a good appearance but after five years will look bad." Also Mr. Lamb said concerning this material: "I think you ought to go very slowly on this. Our experience with cast stone in New York has been bad." Mr. Clarke then asked Mr. Wyeth if he favored the use of brick. Captain Tansey replied: "I think the buildings might be in brick--it all depends on the kind of brick. If brick is to be used for the Armory it would also be necessary to use it for the stadium across the street and this might create an enormous mass of brick buildings." Mr. Lamb said he thought this would be all right--"It is a sports development--it isn't a beautiful center like the Mall. You take Franklin Field in Philadelphia--it is as good a looking stadium as any in the country and it is all red brick." A discussion followed in which the merits of precast stone and brick were considered. In conclusion the Commission concurred in a suggestion of Mr. Shepley that samples of gray brick from the Hydraulic Press Brick Company here in Washington be obtained for submission to Mr. Wyeth and that the subject of material be considered further by the Commission at the next meeting. The secretary was requested to secure two panels of gray brick--one of a kind which was used for the New York Hospital and Cornell Medical Group and for the Massachusetts General Hospital. (Exhibit H and H-1)



Mr. Clarke referred to the roof over the drill area and asked what material would be used as exposed covering. Captain Tansey said that it is to be of pre-cast slab material.

16. DISTRICT OF COLUMBIA LIBRARY: Mr. Nathan C. Wyeth, Municipal Architect, submitted a revised design for the facade of the new District of Columbia Library, having a 50-foot order and in the same scale as the Apex Building. He said some rearrangements have been made in the interior of the building since the meeting of the Commission in July, which slightly affect the exterior. Mr. Wyeth also submitted a model of the building, which was inspected by the Commission. Mr. Wyeth said the attic story is not absolutely necessary since provision is made for an elevator penthouse in the top story of the building. The Commission suggested at least one piece and possibly three pieces of free standing sculpture behind the cornice. The Commission felt that the wall back in the rear should be kept plain since it would be a better foil for the sculpture. A report was sent to Mr. Wyeth. (Exhibit I)

17. CERAMICS FOR THE MUNICIPAL CENTER: Mr. Wyeth said: "No award has as yet been made for the ceramics of the Municipal Center, and of the three painters recommended, Mr. Johnson, Mr. Beck and Mr. Poor, only Mr. Poor has had any experience in ceramics but his bid is about twice as high as that of each of the other two. We would like to give the award to Mr. Poor, but are in trouble about the high bid with P. W. A., which wants a competition. There is no trouble about the two sculptors, John Gregory and Lee Lawrie."

After consideration the Commission decided that Wayland Gregory of New York would be a good artist to select for the ceramics, and also Hildreth Meiere, who did the ceramics for Radio City and several for the New York Fair, also she did the ceramics for the Nebraska State Capitol.

Mr. Savage said: "I don't think too much stress should be laid on ceramic experience because there is no great mystery about the craft. The ability of the designer is more important than the technique of the tile-making. Mr. Manship concurred in this.

18. RESIDENCE AT 1310 27TH STREET (APPLICATION NO. 779): The Building Inspector submitted a design for this building on August 19, 1939. It was brought to the attention of the Chairman, who requested that the architect submit a new drawing without bay window extension, which had been proposed. Also a set of blue prints was sent to Mr. Lamb, who criticized the design. The Chairman therefore requested that the matter be held in abeyance until the meeting of the Commission.

On the day of the meeting, Mrs. L. R. Baker, the owner, called to confer with the Commission concerning the design. It was arranged that Mr. Lamb represent the Commission during the interview with her.

Mr. Lamb reported to the Commission that he had talked with Mrs. Baker about her design and stated he observed that she wanted to put a 7-foot window into an 8-foot room on the second story. He advised that the second story be 10 feet high if she must use the 7-foot windows. He added that she was getting old windows from Capitol Hill and Georgetown and he thought she was intelligent enough to do a good thing. She is an amateur architect. Her desire is to remodel old residences along the Rock Creek Parkway.

Mr. Lamb said the revised design would be submitted tomorrow and that the secretary could approve it. This was agreed to by the Commission.

19. LAFAYETTE BUILDING: Mr. Clarke said: "Before Mr. Clas comes I want to say something about this. The building is to be built opposite the Cosmos Club.

The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β . It is shown that the system has solutions for all values of the parameters α and β if the function $f(x)$ is continuous and has a bounded derivative.

In the second part of the paper the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β is solved. It is shown that the system has solutions for all values of the parameters α and β if the function $f(x)$ is continuous and has a bounded derivative. The solutions are found in explicit form.

In the third part of the paper the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β is solved. It is shown that the system has solutions for all values of the parameters α and β if the function $f(x)$ is continuous and has a bounded derivative. The solutions are found in explicit form.

In the fourth part of the paper the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters α and β is solved. It is shown that the system has solutions for all values of the parameters α and β if the function $f(x)$ is continuous and has a bounded derivative. The solutions are found in explicit form.

The plans were drawn but not filed with the Building Department and during that time the Shipstead-Luce Act was amended to include Lafayette Square. I would say that legally we have authority under the Shipstead-Luce Act to control the design of this building. Holabird and Root are the consulting architects and the A. R. Clas Associates of Washington are the architects. We find that the Zoning Commission states that they may go to 130 feet. Now the Veterans Bureau Building across the way is 120 feet high. This building goes up to 110 feet, breaks back and then goes to 130 feet and under the Zoning Ordinance it is perfectly legal. The Shipstead-Luce Act says 80 feet for all buildings around Lafayette Square, which is the height of the Treasury Annex and is the height of all buildings proposed around the Lafayette Square. We are embarrassed by the fact that the Zoning Ordinance does not conform to the Shipstead-Luce Act and I do not think we could very sensibly object if it agrees with the Zoning Act. After all I expect the Zoning Ordinance will take precedence over the Shipstead-Luce Act." Mr. Borie said that the building neither fronts nor abuts Lafayette Square.

Continuing, Mr. Clarke said: "Also it sets back from the corner and also you have the precedent of the Veterans Building itself--built before the Zoning Act was adopted. We ought to have the Zoning Ordinance amended." Mr. Borie thought the design pretty good. Mr. Shepley agreed with this.

Mr. Clas then came in and discussed the design with the Commission.

Mr. Clarke said: "Our architect members have expressed themselves in favor of the design as you have it. It will be a fine building. The sketch shows the building as it is framed with the principal structures on the right and on the left. Mr. Manship remarked that the Veterans Bureau loomed up rather largely. Mr. Shepley asked if the spandrels counted and Mr. Clas replied that they did, as they are to be of bronze and the window frames are of bronze in the first two stories, but that after the first floor the spandrels will be of aluminum.

The exterior walls are to be of sand-rubbed limestone with black Minnesota granite for the base and doorway trim. Mr. Borie said that if the spandrels are aluminum above they should be of the same material on the first floor for it is bad to mix aluminum and bronze. Mr. Shepley and Mr. Lamb agreed and advised that the first floor spandrels could be bronze and those above steel painted to resemble bronze.

Mr. Clas said that to take the place of show window projections he wanted planting all around the building. Mr. Clarke advised that the planting could be a privet hedge or at any rate a hedge of one material. Mr. Clas also called attention to a model of the building that is being made (it is on a 1/8" scale). He wanted to know where to send the model, and the Commission suggested he send it here to the office. A report was sent to Mr. Clas. (Exhibit J)

20. EXHIBITION ON THE PLAN OF WASHINGTON: The secretary reported that during the past month he had received permission from the Secretary of the Interior for an exhibition on the Plan of Washington in the Art Gallery of the Interior Department Building (Exhibit K) and that he was cooperating with Mr. Molen and Mr. Partridge of the National Capital Park and Planning Commission in the matter. The exhibition will be ready in time for the Architects Convention. The Gallery is 262 feet long and will describe by means of National Capital maps, pictures and models the origin and development of the city. The Commission inspected the work in progress and were pleased with it.

21. TURKEY THICKET PLAYGROUND: The architect members of the Commission inspected plans submitted by the office of National Capital Parks for a recreation building at Turkey Thicket Playground in Brookland. Mr. Clarke said the Commission previously approved the plan of the playground and of the building some years ago but no money has been made available to build until now. The plans have

1880 & 1881. The following is a list of the names of the persons who have been

admitted to the office of the Secretary of the Board of Education, since the

year 1870, and the names of the persons who have been admitted to the

office of the Secretary of the Board of Education, since the year 1870, and

the names of the persons who have been admitted to the office of the

Secretary of the Board of Education.

1870. 1. John A. Smith, Secretary of the Board of Education.

1871. 2. John A. Smith, Secretary of the Board of Education.

1872. 3. John A. Smith, Secretary of the Board of Education.

1873. 4. John A. Smith, Secretary of the Board of Education.

1874. 5. John A. Smith, Secretary of the Board of Education.

1875. 6. John A. Smith, Secretary of the Board of Education.

1876. 7. John A. Smith, Secretary of the Board of Education.

1877. 8. John A. Smith, Secretary of the Board of Education.

1878. 9. John A. Smith, Secretary of the Board of Education.

1879. 10. John A. Smith, Secretary of the Board of Education.

1880. 11. John A. Smith, Secretary of the Board of Education.

1881. 12. John A. Smith, Secretary of the Board of Education.

1882. 13. John A. Smith, Secretary of the Board of Education.

1883. 14. John A. Smith, Secretary of the Board of Education.

1884. 15. John A. Smith, Secretary of the Board of Education.

1885. 16. John A. Smith, Secretary of the Board of Education.

1886. 17. John A. Smith, Secretary of the Board of Education.

1887. 18. John A. Smith, Secretary of the Board of Education.

1888. 19. John A. Smith, Secretary of the Board of Education.

1889. 20. John A. Smith, Secretary of the Board of Education.

been simplified. Mr. Kline, landscape architect of the National Park Service, said the office is willing to put in a standing seam copper roof. It is to be constructed of Occoquan brick, painted white. Mr. Kline had submitted a letter explaining the drawings. The architect members suggested a few changes in the window areas, subject to which the design was approved.

22. D. C. WAR MEMORIAL: Mr. Kline submitted a plan for treatment of the areas around the D. C. World War Memorial south of the Reflecting Pool in Potomac Park.

The Commission agreed to the design but suggested that Mr. Kline secure an alternate bid for a brick pavement instead of flagstones.

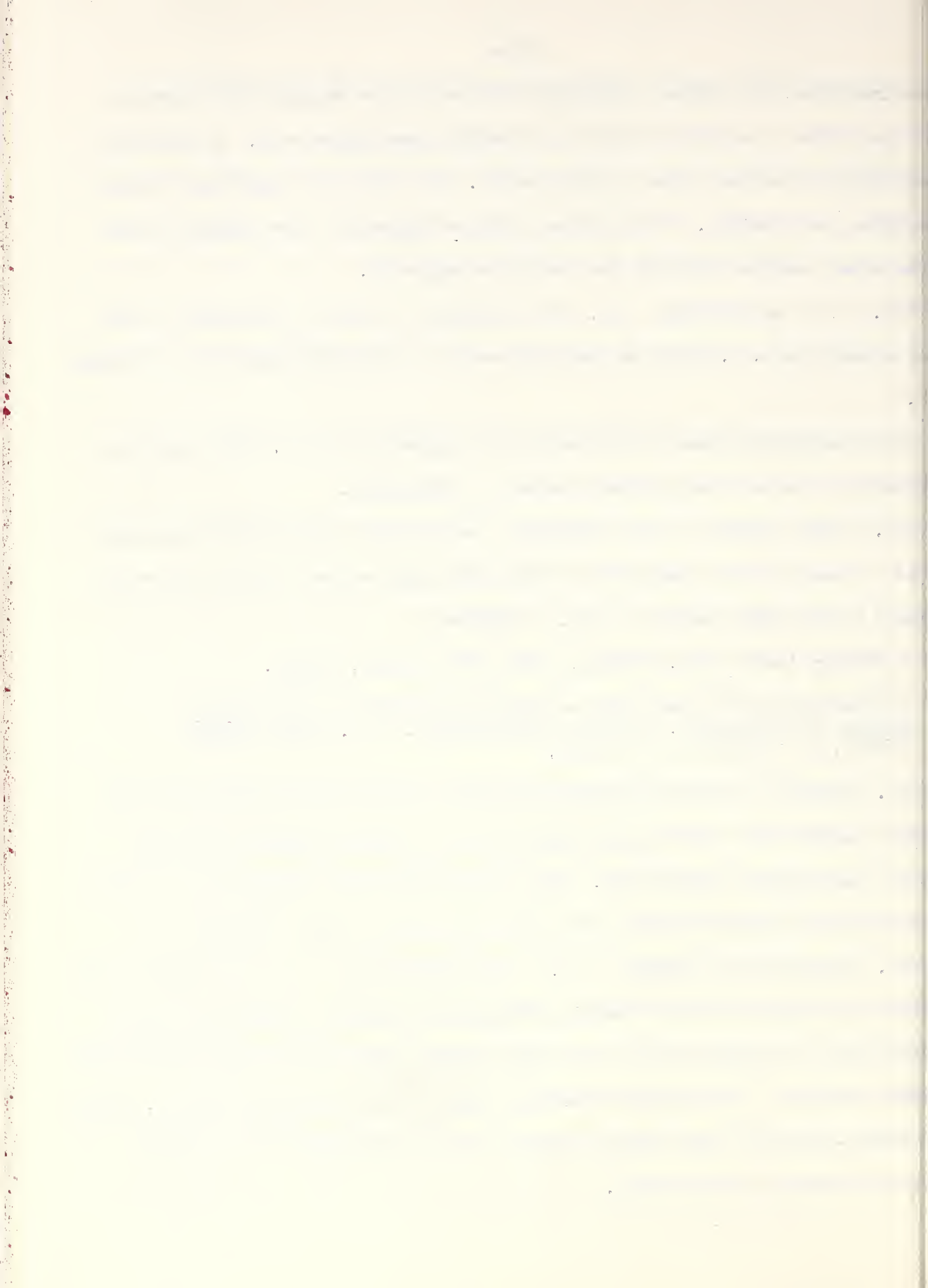
23. FREER GALLERY OF ART PURCHASES: The Chairman reported that yesterday he had in behalf of the Commission of Fine Arts approved two objects of art for purchase by the Freer Gallery of Art, as follows:

1 Pottery lustre bowl, Persian, early 14th century, Kashan.

1 illustration on a lead from an Arabic translation of the Materia Medica of Dioscorides. Persian (Mesopotamia), A. D. 1222, Baghdad school, by 'Abdallah ibn al-Fadl,

24. LOCATION FOR NAVY DEPARTMENT BUILDING: At the joint meeting with the National Capital Park and Planning Commission, of several schemes submitted, Scheme D was approved tentatively. This scheme showed the headquarters building on Constitution Avenue with the main office building to face E Street.

25. EXTENSION OF E STREET, N. W.: The Commission at the joint session with the National Capital Park and Planning Commission approved a scheme to widen E Street south of the White House to 40 feet between curbs and 56 feet between 17th and 18th Streets. This involves resetting steps of the Red Cross Building, facing 18th Street--also the Butt Millet Fountain is to be relocated at a new place opposite D Street on 17th Street.



26. HOUSE OF REPRESENTATIVES GARAGE: Hon. David Lynn, Architect of the Capitol, submitted at the joint session with the National Capital Park and Planning Commission a design for a proposed House of Representatives Garage to be built on the square along Independence Avenue immediately west of the new House Office Building in Square No. 636. Mr. Lynn said the Senate now has an underground garage on the north side of the Capitol but the House of Representatives has only a parking lot. The design suggested a garage two stories deep with space for 225 cars on each floor, and no superstructure.

After discussion both Commissions felt that consideration should be given to improving the conditions that exist in Square 635, abutting on the Capitol Grounds and Delaware Avenue to the west of the proposed garage. This square occupies a hillside at a vital point in the plan for the development of the south side of the Mall and is surrounded on three sides by public property or what will be public property under existing legislation.

The plans of the National Capital Park and Planning Commission for the central area of Washington suggest an open treatment of this square and its use for an extension of the Botanic Gardens for a building on the hillside would present difficult architectural problems.

Both Commissions felt, therefore, that in view of the large expenditure that would be necessary to build the underground garage (estimated at \$1,000,000) a greater contribution would be made towards the improvement of areas surrounding the Capitol if the money that would be expended for the garage were used to purchase Square 635 and to develop it for surface parking with attractive landscaping, to accommodate the overflow of cars. This proposal would also permit of widening Independence Avenue adjoining the Capitol Grounds without encroaching upon these grounds.

A letter signed by the Chairman of the National Capital Park and Planning Commission and the Chairman of the National Commission of Fine Arts embodying these recommendations was sent to Mr. Lynn with the suggestion that a sketch be made to illustrate the merits of this proposal. (Exhibit L)

27. WASHINGTON NATIONAL AIRPORT: Mr. Toms of the Bureau of Public Roads submitted at the joint session with the National Capital Park and Planning Commission a revised plan for relocating about two miles of the Mt. Vernon Highway to the west of the Department of Agriculture Laboratory Buildings. Mr. Toms pointed out that the south end of the two miles will be only 90 feet from the center line of the highway to the railway property.

After discussion, both Commissions approved the design.

(The Washington Evening Star of September 15, reported that President Roosevelt had transferred laboratory buildings of the Bureau of Public Roads to the Civil Aeronautics Authority with the understanding that the Bureau of Public Roads will be allowed approximately \$1,450,000 for them with authority to locate elsewhere.)

28. LEIFR EIRICSSON STATUE: The Chairman reported having received a letter from the Parks Department of the City of New York, recommending that the Statue of Leifr Eiricsson now in front of the Icelandic Building at the New York World's Fair be kept at Flushing Park after the Fair is over. Mr. Clarke said the Commission has gone on record as interposing no objection to erection of the statue in Washington, subject to enactment of appropriate legislation by Congress. The secretary was asked to write to Judge Grimson, who is Chairman of the committee for the memorial, giving him this information and asking if it is still the desire of the committee to have the statue erected in Washington. (Exhibit M)

29. ARLINGTON MEMORIAL BRIDGE STATUARY: The Commission discussed with Mr. John L. Nagel, Chief of the Monuments Division of the National Park Service, the question of completion of the statuary for the Arlington Memorial Bridge by Leo Friedlander and that for the Rock Creek Parkway by James E. Fraser. Mr. Clarke read the following letter received from Mr. Friedlander on the subject:

August 9, 1939.

Mr. John L. Nagle, Superintendent,
Jefferson National Expansion Memorial,
Nat'l Park Service, Dep't of Interior,
St. Louis, Missouri.

Re: Completion of Groups
in Stone for Arlington
Memorial Bridge.

Dear Mr. Nagle:

At an earlier date in this project, I believe the arrangement suggested in your letter of July 31st., for obtaining bids on the stone would have been helpful, but not at this time, as far as I am concerned.

At the Arts Commission meeting of June 9th., which both sculptors attended, it was decided that the sculptors could employ marble or granite and use as many as nine blocks in each of their groups. In other words, the groups for the Parkway Pass could be in marble and mine in granite, or vice versa.

It is my recollection that Mr. Fraser stated at the June 8th. meeting that he would proceed to do his groups in Georgia Cherokee, using eight or nine blocks in each group. He also expressed a preference for that marble over granite. I recall he had the good wishes of the Commission to proceed. In the interim, I trust he has not changed his mind.

From the carvers angle, sculpturally, my groups are decidedly larger than those for the Parkway Pass, which is obvious in comparing the one-half sized models of both sculptors at the New York Government warehouse. Although my finished groups in the stone will be appreciably larger sculpturally from the carvers angle, I have made good progress since my last visit to Washington toward a solution.

I can proceed with my groups in Georgia Cherokee, contingent upon recent estimates I have obtained, incorporating nine blocks in each group on the present appropriation of \$85,500 available for the completion of my groups, provided the government in the interest of really good work, will agree to certain easements in my contract.

An early reply will be appreciated.

Very truly yours,
Leo Friedlander.

cc Mr. Gilmore D. Clarke.

P. S. I am still following up on granite and have made some progress.

The Commission expressed the desire that Mr. Nagel follow up the matter with a view to having the project of completing this sculpture carried out, so that the available appropriation for it will not be lost. The Commission emphasized the importance of having these equestrian groups in their respective locations as previously mentioned.

30. NEXT MEETING OF THE COMMISSION: The Commission decided to hold the next meeting in Washington on Friday, October 20, and Saturday, October 21, on which day it is planned also to inspect and visit Shenandoah National Park.

The Commission adjourned at 5:30 p. m.

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

CHICAGO, ILLINOIS

Dear Sirs:

I have the pleasure to inform you that your application for admission to the University of Chicago has been received and is being considered. The University is a leading institution of higher learning, and we are pleased to have your interest in joining our community.

Our faculty is composed of some of the most distinguished scholars in the world, and our facilities are second to none. We offer a wide range of courses and research opportunities, and we are committed to providing a high-quality education for all our students.

Very truly yours,

C O P Y

September 15, 1939.

My dear Senator Barkley:

The Commission of Fine Arts believe that it would be appropriate, in recognition of the long and continued service rendered to the City of Washington by Dr. Charles Moore since 1910, if a portrait of him be authorized by the Congress to be added to the great collection of the Smithsonian Institution.

Mr. Moore came to Washington about 1890 and served as Secretary to Senator James McMillan, through whose efforts Congress appointed a commission for restoring and enlarging the original L'Enfant Plan. Dr. Moore served as secretary to that Commission. In 1910 Dr. Moore was appointed a member of the Commission of Fine Arts, created by Congress in that year, has served continually as a member since then and as Chairman from 1915 to 1937. Dr. Moore has devoted almost fifty years of his life to the work of guiding the development and embellishment of the National Capital.

The Commission of Fine Arts and his associates on the Commission in the past accord to him more credit than to any one else the making of Washington the beautiful city that it is today, a capital city in keeping with the dignity, wealth, and power of this nation.

We would be grateful to you for your endorsement of this suggestion. The draft of a bill, which you may wish to use, is attached.

For the Commission of Fine Arts:

Respectfully yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. Alben W. Barkley,
Chairman,
Joint Committee on the Library,
United States Senate,
Washington, D. C.

EXHIBIT A

THE HISTORY OF THE

REIGN OF CHARLES THE FIRST

IN WHICH ARE CONTAINED THE MOST IMPORTANT
EVENTS OF HIS REIGN, AND THE
CIRCUMSTANCES OF HIS DEATH

BY JOHN BURNET, ESQ.
OF THE MIDDLE TEMPLE, ESQ.
IN THE FIRST PARLIAMENT OF THE
COMMONS OF GREAT BRITAIN
IN THE SEVENTH YEAR OF THE
REIGN OF CHARLES THE FIRST

LONDON, Printed by J. B. at the
Sign of the Gun, in St. Dunstons Church
Lane, 1643.

THE HISTORY OF THE
REIGN OF CHARLES THE FIRST

IN WHICH ARE CONTAINED THE MOST IMPORTANT
EVENTS OF HIS REIGN, AND THE
CIRCUMSTANCES OF HIS DEATH

BY JOHN BURNET, ESQ.
OF THE MIDDLE TEMPLE, ESQ.
IN THE FIRST PARLIAMENT OF THE
COMMONS OF GREAT BRITAIN
IN THE SEVENTH YEAR OF THE
REIGN OF CHARLES THE FIRST

LONDON, Printed by J. B. at the
Sign of the Gun, in St. Dunstons Church
Lane, 1643.

JOINT RESOLUTION

Authorizing the Joint Committee on the Library to procure an oil portrait of Charles Moore.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Joint Committee on the Library is hereby authorized to procure an oil portrait of Charles Moore for the Smithsonian Institution, to be painted by an American Artist, at a cost not to exceed \$2,500. The committee shall have the advice of the Commission of Fine Arts in accordance with the Act of Congress approved May 17, 1910.

C O P Y

September 21, 1939.

My dear Mr. Lantz:

Mr. Manship informed the Commission of Fine Arts at their meeting on September 15, 1939, of his visit to your studio some weeks ago to see your models of the sculptural groups for the Federal Trade Commission or Apex Building.

The Commission requested me to write to you and say that your quarter scale models should be approved by the Commission of Fine Arts before you proceed with the one-half size models. As you know, your groups will be in a very prominent location on Pennsylvania Avenue.

I suggest that as soon as you have your quarter-scale models completed you send photographs of them to the Commission.

For the Commission of Fine Arts:

Very truly yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Michael Lantz,

New Rochelle, New York.

EXHIBIT B

1. Introduction

2. Methodology

The first part of the study was a literature review of the existing research on the topic. This was followed by a series of experiments designed to test the hypotheses. The results of the experiments are presented in the following sections. The first experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The second experiment was a 3x3 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The third experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The fourth experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The fifth experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The sixth experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The seventh experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The eighth experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The ninth experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible]. The tenth experiment was a 2x2 factorial design with the factors of [illegible] and [illegible]. The results showed that [illegible] had a significant effect on [illegible].

10. Conclusion

11. References

12. Appendix

13. Acknowledgements

14. Notes

15. Bibliography

16. Index

17. Summary

Washington, Aug. 28, 1939

Dear Major Clarke:

It was a pleasure to receive your ship-board letter and the post-card of St. Peter's from Rome. The latter recalled the June days of 1901 when with McKim, Burnham and Olmsted I spent eight days in the Eternal City. The Union Station in Washington and the Pennsylvania Station in New York bear witness to the efficacy of that visit on the minds of the architects. In the Borghesi Gardens they put into words their vision of Washington- the Monument on the new axis, the Lincoln Memorial on its mound, the low memorial bridge beginning at the Lincoln and shooting for Arlington House. It was like putting together a puzzle.

I have just been setting down on paper the records of the early architects, Thornton, Hoban and Latrobe, Bulfinch, Robert Mills and Walter- seventy years of uninterrupted classicism from Washington to Lincoln. Then the pseudo-classicism of Mullet in the State, War and Navy, the travesty of the Pension Office, the Richardsonianism of the Post Office, and the screaming golden dome of the Congressional Library. And finally the return to dignity, good proportions and elegance of the plans of 1901 and their development.

And now come the plans & you are wrestling with for a Smithsonian Art Gallery which threaten to foist on Washington a building architecturally far inferior to the Pension Office and for sheer ugliness more assertive than the State, War and Navy- an epitome of the chaos of the Nazi art of today.

I trust that Congress will refuse to make appropriations for a building so abhorrent to the history and architecture of the city.

Very sincerely, CARL L. LEE

C O P Y

September 15, 1939.

My dear Dr. Abbot:

In accordance with your request, I have pleasure in sending to you herewith copy of the correspondence pertaining to the Natural History Building. You will observe that this sets forth fully the reasons why the Commission of Fine Arts disapproved the proposal to construct additions to the east and west ends of the building, and recommended instead the construction of a new building on the plot of ground along the Mall between Twelfth and Fourteenth Streets.

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Dr. C. G. Abbot, Secretary,
Smithsonian Institution,
Washington, D. C.

EXHIBIT D

SMITHSONIAN INSTITUTION

September 19, 1939.

Dear Mr. Clark:

Thank you very much for your note of September 15 and the accompanying copies of correspondence.

Very sincerely yours,

(Signed) C. G. Abbot,

Secretary.

Mr. Gilmore D. Clark, Chairman,

The Commission of Fine Arts,

Interior Dept. Building,

Washington, D. C.

EXHIBIT D-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL CAPITAL PARKS
WASHINGTON

September 13, 1939

Memorandum for Mr. H. P. Caemerer,
National Commission of Fine Arts.

This is with reference to the application of George B. Williams for the construction of a building in the square ^{South} ~~North~~ of 12.

An inspection of the plat submitted with the application for a building permit indicates that although the proposed building will not occupy the area claimed by the Government as part of the Chesapeake and Ohio Canal right-of-way, Mr. Williams proposes to use a portion of such right-of-way for the installation of sewers, drains, grease traps, and for the parking of vehicles of patrons. As this portion of the Chesapeake and Ohio Canal right-of-way which Mr. Williams contemplates using was purchased by the United States and transferred to the jurisdiction of the Office of National Capital Parks, this office has no alternative but to protect the interests of the Government by objecting to its use in connection with the proposed development.

A copy of the plat designating the location of the Chesapeake and Ohio Canal right-of-way in square south of 12 is attached for your information.


Frank T. Gartside,
Acting Superintendent.

Enclosure 1803384

EXHIBIT E



FEDERAL WORKS AGENCY
PUBLIC BUILDINGS ADMINISTRATION

OFFICE OF THE COMMISSIONER

WASHINGTON

September 14, 1939

IN REPLYING, QUOTE THE ABOVE SUBJECT, BUILDING, AND THESE LETTERS FM

RECEIVED
THE COMMISSIONER OF FINE ARTS
WASHINGTON, D. C.
SEP 16 1939
NOTED

Mr. H. P. Caemmerer, Secretary
The Commission of Fine Arts
Interior Department Building
Washington, D. C.

Sir:

Reference is made to your letter of September 9, 1939, advising that the Inspector of Buildings in the District of Columbia has submitted an application for a one-story commercial building proposed for erection on Square S-12, 27th & D Streets N.W., and requesting the advice of this office in the matter.

Square S-12 is one of those included in the bill H.R. 6830, for the authorization of the site and buildings for the Navy Department. As you are aware, this bill was favorably reported out by the Public Buildings and Grounds Committee of the House at the last session of Congress and is on the calendar for action at the next session. Furthermore, regardless of the exact location of the Navy Department group within the area defined in the bill, Square S-12 will be of vital importance and required for use in the Navy Department site in any event. It would be very unfortunate to have new private construction placed in this area at this time.

The construction of buildings for the Navy Department is the next major project in the program of construction for the District of Columbia, and the Navy Department is becoming increasingly in need of more space. Prospects for the passage of the Navy bill in the next Congress are very favorable, and this office would immediately request the necessary funds for the acquisition of the site and the preparation of plans and specifications.

It would appear that the improvement of any property within the area defined in the bill would only cause extra expense to the Government and would hardly be profitable to the owners, in view of the short time that any improvements might be available to them for use.

Very truly yours,

Neal A. Melick
Acting Commissioner of Public Buildings

C O P Y

September 18, 1939.

Dear Captain Whitehurst:

The Commission of Fine Arts at their meeting on September 25, 1939, approved the design of the bridge to be built on Massachusetts Avenue crossing the Rock Creek Parkway.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Captain H. C. Whitehurst,
Director of Highways,
District of Columbia,
District Building,
Washington, D. C.

EXHIBIT F

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[PUBLIC RESOLUTION—No. 46—76TH CONGRESS]

[CHAPTER 622—1ST SESSION]

[H. J. Res. 159]

JOINT RESOLUTION

Authorizing the selection of a site and the erection thereon of the Columbian Fountain in Washington, District of Columbia.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That authority is hereby granted to any association organized within two years from date of approval of this joint resolution for that purpose to erect the Columbian Fountain on an appropriate site on grounds now owned by the United States in the District of Columbia other than those of the Capitol, the Library of Congress, the Mall, or the Tidal Basin area. The location of said fountain and the plan for the development of the site shall be submitted to the Commission of Fine Arts and the National Capital Park and Planning Commission for advisory assistance and the construction shall be under the direction of the Director of the National Park Service, Department of the Interior: *Provided,* That the United States shall be put to no expense in or by the erection of said fountain and that unless funds, which in the estimation of the Secretary of the Interior are sufficient to insure the completion of the fountain, are certified available, and the erection of this fountain begun within five years from and after the passage of this joint resolution, the authorization hereby granted is revoked.

Approved, August 9, 1939.

EXHIBIT G



C O P Y

September 23, 1939.

My dear Mr. Wyeth:

The Commission of Fine Arts at their meeting on September 15th, 1939, approved in principle the preliminary model which you submitted for the District of Columbia Armory.

The Commission recommend a restudy of the central portion of the principal facade with a view toward simplification by the removal of one break (in the wall) each side of the main entrance.

The Commission question the use of precast panel stone for the exterior walls as proposed because in a few years time it may disintegrate and become unsightly. A high grade light gray brick is recommended instead.

Samples of brick suggested by Mr. Shepley are being secured; these will be brought to your attention as soon as received at this office. At the next meeting on October twentieth, the Commission will be pleased to give further consideration to this project with you.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Nathan C. Wyeth,
Municipal Architect,
District Building,
Washington, D. C.

EXHIBIT 7

HYDRAULIC-PRESS BRICK COMPANY

MAKERS AND DISTRIBUTORS OF Hy-tex FACE BRICK

COLORADO BUILDING, WASHINGTON, D. C.

RECEIVED
THE COMMISSION OF FINE ARTS
WASHINGTON D. C.
SEP 19 1939

HENRY E. STRINGER
VICE PRESIDENT

September 18th, 1939.

The Commission of Fine Arts,
Interior Department Building,
Washington, D. C.

Dear Mr. Caemmerer; Attention - Mr. Caemmerer, Secty.

We acknowledge your letter of September 18th and in accordance with your request we will on Thursday of this week deliver to your Office, two fifteen-brick panels, one showing the quality of brick and shade variations used in the New York Hospital and Cornell Group, and the other showing the quality of brick and shade variation used in the lower stories of the Massachusetts General Hospital.

Both of these operations were supplied by the Hydraulic-Press Brick Company, after plans by Coolidge, Shepley, Bulfinch & Abbott.

New York Hospital and Cornell Medical Group:

25%	#110
25%	#120
50%	#130

Massachusetts General Hospital: (Four lower stories)

15%	#110-2½
15%	#110-3
20%	#120-4
20%	#135
30%	#126

Yours very truly,

H. E. Stringer
Vice-President.

COPY: Coolidge, Shepley, Bulfinch & Abbott,
(Attention - Mr. Shepley)
Ames Building, Boston, Mass.



C O P Y

September 23, 1939.

My dear Mr. Wyeth:

At the meeting of the Commission of Fine Arts on September fifteenth, the Commission were pleased to inspect the model you submitted for the new District of Columbia Library to be built on Pennsylvania Avenue on John Marshall Place. The Commission were unanimously of the opinion that it would materially improve the appearance of the Pennsylvania Avenue facade if the attic story over the central portion of the building be omitted.

Also the Commission feel that appropriate sculpture might well be placed over the portico and trusts funds for same may be made available.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Nathan C. Wyeth,
Municipal Architect,
District Building,
Washington, D. C.

EXHIBIT I

C O P Y

September 27, 1939.

My dear Mr. Clas:

The Commission of Fine Arts at their meeting on September 15, 1939, examined the rendering which you submitted for the Lafayette Building to be built at Vermont Avenue and H Street, N. W., and to confer with you concerning the design of the building.

The Commission regret the excessive height of the building--130 feet with setbacks beyond the 110 foot level--in view of the proximity of the building to Lafayette Square and the Executive Mansion. The Commission favor the 80-foot height limit for buildings around Lafayette Square, a height which prevailed in the case of the Treasury Department Annex and the U. S. Chamber of Commerce Building. However, since the Zoning Regulations allow the erection of your building to the 130-foot height, the Commission acquiesce in the matter.

The Commission noted that the exterior walls are to be built of limestone with black granite for first floor trim and base of the building.

The Commission do not favor the use of bronze sash in the spandrels in one portion of the building and aluminum in another. They recommend bronze in the first two floors and steel painted to match bronze in the upper floors, or all aluminum.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Mr. A. R. Clas,
A. R. Clas Associates,
Shoreham Building,
Washington, D. C.

EXHIBIT J

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON

Mr. H. P. Caemmerer,
Secretary, The Commission of Fine Arts,
Interior Department Building,
Washington, D. C.

My dear Mr. Caemmerer:

Reference is made to your letter of August 4 requesting use of the west end of the Art Gallery on the seventh floor of the Interior Building to display an historical exhibit of Washington as a feature of interest for the visiting delegates to the Fifteenth International Congress of Architects to be held in Washington September 24 to 30, 1939.

This question was taken up with Secretary Ickes and he has given his approval to your request for use of the Art Gallery for such a display.

Instructions will be issued requesting the removal of the exhibits which are now being displayed in the space you desire.

Sincerely yours,

Assistant Secretary.

EXHIBIT K

NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Interior Building,
Washington, D. C.,
October 3, 1939.

Mr. David Lynn,
Architect of the Capitol,
Washington, D. C.

My dear Mr. Lynn:

The National Capital Park and Planning Commission and the National Commission of Fine Arts in joint session on September 15, were pleased to review with you the tentative plans you have prepared for a garage for the House of Representatives on Square 636, owned by the United States, just west of the new House Office Building where it was once proposed to erect an addition to the House Office Building.

Subsequent to the discussion of these plans while you were present, it occurred to the two Commissions that consideration should be given to improving the conditions that exist in Square 635, abutting on the Capitol Grounds and Delaware Avenue to the west of the proposed garage. This square occupies a hillside at a vital point in the plan for the development of the south side of the Mall and is surrounded on three sides by public property or what will be public property under existing legislation.

The plans of the National Capital Park and Planning Commission for the central area of Washington suggest an open treatment of this square and its use for an extension of the Botanic Gardens, since obviously a building on this hillside would present difficult architectural problems.

Both Commissions felt, therefore, that in view of the large expenditure that would be necessary to build the underground garage, a greater contribution would be made towards the improvement of areas surrounding the Capitol if the money that would be expended for the garage were used to purchase Square 635 and to develop it for surface parking with attractive landscaping, to accommodate the overflow of cars.

This proposal would have the further merit of permitting the widening of Independence Avenue adjoining the Capitol Grounds without encroaching upon these grounds. The extension and widening of Independence Avenue from First Street east to 12th Street West is going to be necessary within the next year or two in view of the construction of the Social Security, Railroad Retirement, and General Office buildings in the Southwest Triangle.

This suggestion is submitted for your consideration, and both Commissions will be glad to cooperate in any studies that may be necessary to illustrate the merits of this proposal.

Sincerely yours,

(Signed) Frederic A. Delano,
Chairman, National Capital Park
and Planning Commission.

(Signed) Gilmore D. Clarke,
Chairman, National Commission of Fine Arts.

MINUTES OF COPY

September 14, 1939.

Dear Judge Grimson:

I received your letter of August 29 and am glad to inform you that I saw the statue at the New York World's Fair last week.. I took a picture of it and inclose a print.

The Chairman of the Commission of Fine Arts has learned that certain representatives of Iceland's participation in the New York Fair have been approached with the idea of having the statue donated to the Park Department of the City of New York for use in Flushing Meadow Park, which will occupy the area of the fair grounds. It is known that the Park Department of the City of New York will accept the statue if it is tendered. I am passing this along for your information and would like to have you advise me whether or not you still consider offering the statue to the United States Government as suggested in your recent communication to me.

Very sincerely yours,

(Signed) H. P. Caemmerer,

Secretary.

Hon. Judge G. Grimson,
Second Judicial District,
Rubgy, North Dakota.

EXHIBIT M

September 14, 1938.

Dear Judge Grinnon:

I received your letter of August 29 and am glad to inform you that I saw the statue at the New York World's Fair last week. I took a picture of it and inclose a print.

The Chairman of the Commission of Fine Arts has learned that certain representatives of Iceland's participation in the New York Fair have been approached with the idea of having the statue donated to the Park Department of the City of New York for use in Flushing Meadows Park, which will occupy the site of the fair grounds. It is known that the Park Department of the City of New York will accept the statue if it is tendered. I am passing this along for your information and would like to have you advise me whether or not you still consider offering the statue to the United States Government as suggested in your recent communication to me.

Very sincerely yours,

(Signed) W. E. Brewster,

Secretary.

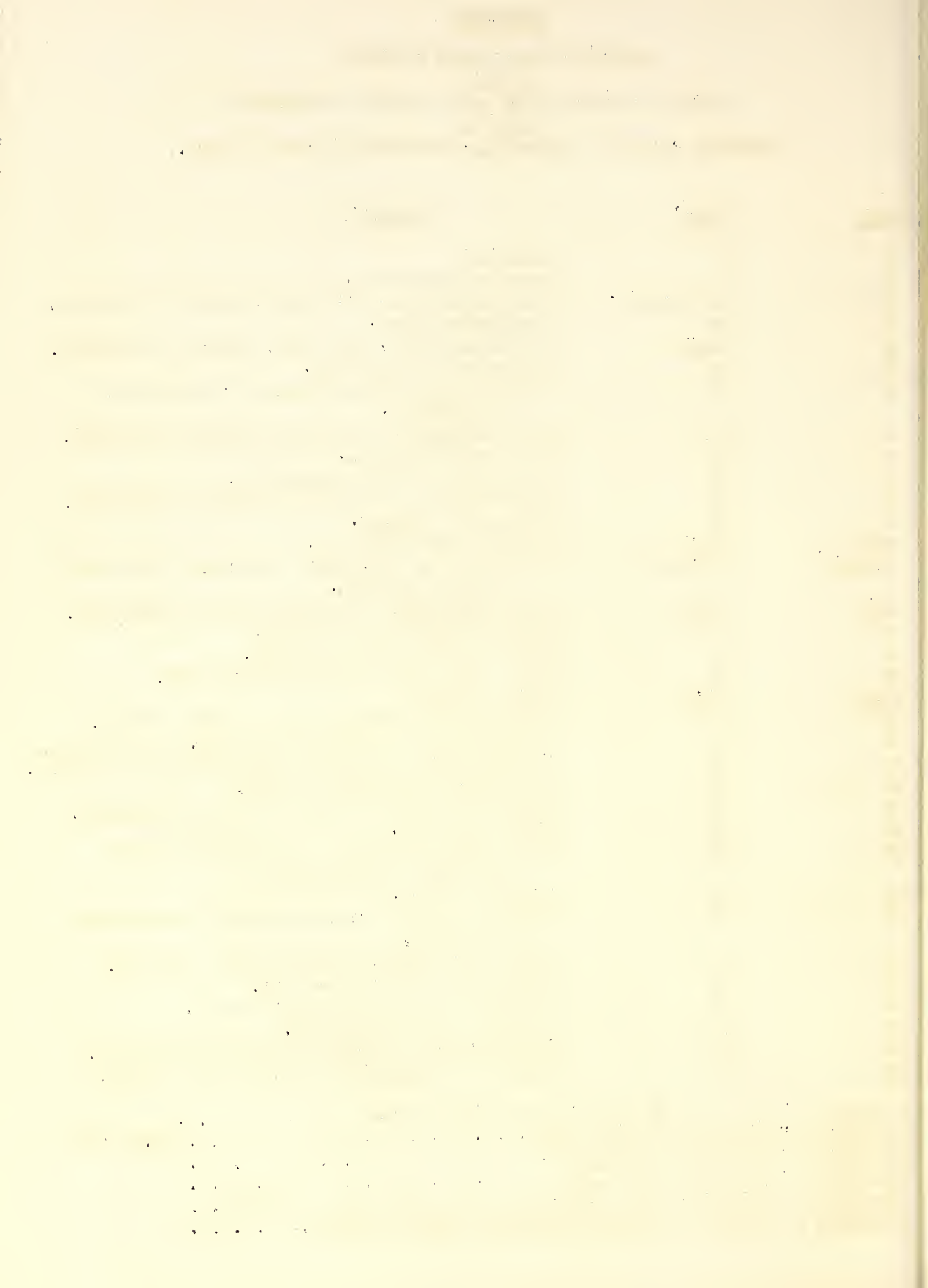
Wm. W. Grinnon,
Second Judicial District,
Wyo., North Dakota.

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MINUTES OF THE 142ND MEETING
of the
NATIONAL CAPITAL PARK AND PLANNING COMMISSION
held on
THURSDAY, FRIDAY, and SATURDAY, SEPTEMBER 14-15-16, 1939

The National Capital Park and Planning Commission met in Room 7112, New Interior Building, 18th and C Streets, N. W., Washington, D. C., on Thursday, Friday and Saturday, September 14, 15 and 16, 1939.

(Succeeding ten previous meetings of the National Capital Park Commission).

PRESENT

MEMBERS: MR. FREDERIC A. DELANO, Chairman
COL. GEORGE O. MAYO, representing the Chief of Engineers,
U. S. Army
CAPT. P. H. TANSEY, representing the Engineer Commissioner,
D. C.
MR. CONRAD L. WIRTH, representing the Director, National
Park Service
MR. C. E. RACHEFORD, representing the Chief, Forest Service
MR. WILLIAM A. DELANO

STAFF: MR. JOHN NOLEN, Jr., Director of Planning
MR. T. S. SETTLE, Secretary
MR. NORMAN C. BROWN, Associate Land Purchasing Officer
and Appraiser
MR. JOHN A. DONAHUE, Assistant Land Purchasing Officer
MR. T. C. JEFFERS, Landscape Architect
MR. J. A. RYDER, Engineer

1. Minutes:

MOTION unanimously carried approving minutes of the July meeting, subject to any corrections to be called to the attention of the Secretary.

2. Dates of Meetings:

The Commission approved the following dates of meetings:

October 19 and 20
November 16 and 17
December 15 and 16.

Pars. 3-20 inclusive, Land Purchases: (See Land Purchase Section).

21. Inspection Trip:

MR. NOLEN stated that the staff has arranged for the Commission to go on an inspection tour of the major items included in the 1941 Land Purchase Program and the George Washington Memorial Parkway in Maryland.

Pars. 22 and 23 Land Purchases: (See Land Purchase Section).

RECESS: The Commission recessed at 1:10 P. M., to go on an inspection tour of the lands included in the 1941 budget estimate and the George Washington Memorial Parkway in Maryland and to reconvene the following morning at 9:30 A. M.

PRESENT

Mr. F. A. DELANO, Chairman
COL. MAYO
CAPT. TANSEY
MR. WIRTH
MR. RACHFORD
MR. W. A. DELANO
MR. HUBBARD

Members of the staff also present.

24. Status of Legislation:

MR. SETTLE submitted report showing status of legislation in which the Commission is interested, attached as APPENDIX B.

MR. SETTLE stated that every bill which the Commission forwarded to Congress during this session has been enacted into law, and every appropriation for the Commission in the same form as forwarded to Congress by the President and the Bureau of the Budget. Favorable action was also secured on most of the other bills and appropriations endorsed by this Commission.

MR. SETTLE recommended that the Chairman be authorized to address a letter to the Chairmen of the Senate and House District Committees, including CONGRESSMAN WOODRUM and SENATOR OVERTON, thanking them for their cooperation in legislative matters in which the Commission was interested.

MOTION unanimously carried approving the recommendation of the Secretary.

25. Park Administration Study for the District of Columbia:

The Chairman stated that the Secretary of the Interior has employed Mr. Harold G. Wagner, Director-Secretary of the Akron Metropolitan Park District and Capt. Charles G. Sauers, General Superintendent, Cook County Forest Preserve District of Illinois, to make a study of the administration of the

park system for the District of Columbia and environs. This study is being undertaken in connection with the appointment of a Superintendent of Parks to fill the position vacated by MR. FINNAN. The Chairman suggested that these gentlemen be invited to sit in at the Commission meeting, which suggestion was approved, and they joined the meeting and were introduced to the members.

The Chairman reviewed briefly, for their benefit, the powers and duties of the Commission with respect to planning for Washington and environs, as well as the Commission's functions in connection with the acquisition of park and playground land.

Par. 26. Land Purchase: (See Land Purchase Section)

27. Fort Foote Parkway:

MR. SETTLE reported that during the last Congress, REPRESENTATIVE SASSCER introduced in Congress a bill authorizing the Commission to acquire by purchase or gift, without regard to any provisions of law relating to contributions by any State or political subdivision under the provisions of the Capper-Cranton Act, lands for the rights of way for the George Washington Memorial Parkway extending from the City of Washington to Fort Foote, and authorizing an appropriation of \$25,000 for this purpose. In substance, this bill would authorize the acquisition of land without regard to the 50-50 contribution provision of the Capper-Cranton Act. The Bureau of the Budget has requested the views of the Commission on this legislation.

The staff feels that it is unwise at this time to allow Prince Georges County to acquire lands for the Parkway without contribution as is required from Montgomery County. The staff feels that it is a dangerous precedent to establish at this time. It is also felt that the Bureau of the Budget will not approve this legislation because it will not discard the 50 per cent contribution provision in the Capper-Cranton Act. It is felt, however, that this proposed amendment might be acceptable in certain limited cases where lands are dedicated.

There was also extensive discussion of the Attorney General's opinion of several years ago that lands themselves could not be considered as contributions toward the cost of acquiring other lands.

MOTION unanimously carried that the Chairman address a letter to the Bureau of the Budget stating that this matter was brought to the attention of the Commission, and that the Commission recommends that report thereon be deferred for the present, and that in the meantime the Commission take up with the Attorney General of the United States the question of a revised legal opinion on the status of donated lands in connection with the acquisition of other lands. It was also suggested that the Bureau of the Budget be informed

that the Commission is going into this matter extensively and attempting to work out some method of procedure.

28. Great Falls Bridge Amendment:

Mr. Settle stated that the staff gave a detailed report at the July meeting on identical bills introduced by Senator Glass and Congressman Byron of Maryland, creating a Toll Bridge Commission, and authorizing construction, maintenance, and operation of a toll bridge across the Potomac River near Great Falls. The Commission voted that several amendments should be made to the original bills. These amendments were approved by the Bureau of the Budget and forwarded to the House and Senate Inter-state Commerce Committees. No action was taken on the bills owing to the lateness of the session, and also because the Bureau of Public Roads submitted an adverse report. Congressman Byron introduced a new bill incorporating all of the Commission's amendments. The House Inter-state Commerce Committee now asks for a report from this Commission on the amended bill. The staff feels that the bill should be further amended to authorize the Toll Bridge Commission to contribute 50-50 toward the acquisition of land for bridge approaches and adjacent land in the George Washington Parkway.

MOTION unanimously carried that if Congress authorizes the Toll Bridge at Great Falls, as provided in the bill now presented, the bill should be amended to authorize the Bridge Commission to contribute 50-50 toward the acquisition of land for bridge approaches and adjacent land within the Parkway.

Par. 29. Land Purchase: (See Land Purchase Section)

30. Alexandria Zoning:

MR. NOLEN reported that the Commission has been successful in having its recommendations adopted in four out of five zoning changes which were before the City Council at their first meeting in September. Two proposed restaurant sites were also considered. The staff has been following the policy that the commercial district in this area should be limited to the immediate vicinity of Powhatan Street intersection and it is felt that if a satisfactory commercial development could be obtained around this area, it would have a tendency to stabilize this area and discourage extension of commercial development beyond this point.

In connection with the development of the A. and W. Hot Hoppe property considered last year, it was stipulated that there should be only one entrance drive from Washington Street and that limited to 25 feet in width. This was on the basis that First Street would be opened. The City subsequently agreed that First Street would not be opened and an additional drive was permitted to take the place of First Street. It now appears that in the sales agreement between owner and lessee affecting this property, assurances were afterwards given for two two-way 35-foot drives, which would be very dangerous, and which the staff has strenuously opposed. The owner of this property is threatening to take the matter into court on account of the driveway situation.

MR. NOLEN feels that the Commission might re-endorse the report made to the Alexandria authorities last Spring; that there be no more than two drives into this Hot Shoppe development, and that they be operated as one-way drives. First Street, while it has been dedicated, is not planned to be opened, but will be held as a buffer between this commercial development and residential property beyond.

MOTION unanimously carried that the Commission concurs in the recommendation of the staff that First Street be vacated or abandoned for street purposes, but that the same be considered as a buffer between the commercial development and the residential development to the north; that the Commission approved two one-way drives (at a width of 25 feet) from Washington Street into A and W. Hot Shoppe property, on condition that First Street remain permanently unopened.

In connection with the Hot Shoppe property, MR. NOLEN also called attention to the fact that the owner wishes to park automobiles in front of the building, while the staff believes that no parking should be permitted in front of the building; but only on the sides and in the rear. The proposed building is set back 25 feet or more from the street line, as are other recent buildings along Washington Street.

MOTION unanimously carried that the Commission advise the City Council of Alexandria and the National Park Service that the Commission believes that the terms of the agreement between the City of Alexandria and the United States would not be met if any parking is permitted in front of the 25-foot building line of Washington Street.

proposed.

In connection with the Howard-Johnson restaurant building, MR. NOLEN reported that the plans provide for a 25-foot setback, no parking in front of the building, and that a suitable planting screen to separate the parking area from the residential property will be provided. Only one driveway to this property is proposed.

MOTION unanimously carried that the Commission approves the plans for the Howard-Johnson restaurant on Washington Street in Alexandria.

In connection with rezoning of the property at 1st and 2nd Streets on the west side of the Mount Vernon Memorial Highway and adjoining Memorial Circle, MR. NOLEN reported that the owners of the property have submitted plans for an arcade market facing on Powhatan Street, and have agreed that there should be no entrances from the Circle, but would have an entrance from 2nd Street. The staff has informed them that it would be unsatisfactory to have a commercial district extending beyond 1st Street, but if a plan were developed which would isolate and limit the commercial development to Powhatan Street

frontage and provide for multi-family dwellings facing the Circle, such plan would be given consideration. No entrances, however, should be provided to the Circle.

MOTION unanimously carried that the Commission is of the opinion that there should be no commercial development on First Street or on Memorial Circle, and that any new commercial zoning that might be worked out for Powhatan Street should be limited to that necessary for the immediate neighborhood.

In connection with the Smoot property, MR. NOLEN reported that the owners have submitted an application to rezone the Smoot property just below the Highway from the most restricted residential to the least restricted industrial, which was turned down. The Commission reported it is hoping that some way may be found to acquire this property for public use.

MR. NOLEN also reported that an application was made to change the zoning of the property at the corner of Gibson and Washington Streets permitting the conversion of an old residence into a tea-room. The staff reported that they had no objection to the tea-room, but did object to commercial zoning when there were no grounds for such change. The staff's recommendation in connection with this change was followed by the Alexandria authorities. The staff also recommended against change in zoning of property two blocks to the south of the proposed tea-house, but the staff's recommendation was not followed and the application was granted. This change means spot commercial zoning near a new apartment house development.

The Chairman instructed MR. SETTLE to go into the legal question of whether the City of Alexandria could be compelled to follow the Commission's recommendation on these matters, and also confer with the Public Roads Administration in connection with this matter.

MOTION unanimously carried that the Commission protest strongly the zoning of the property at 728 South Washington Street adjacent to the apartment house development.

MOTION unanimously carried that the staff confer with representatives of the Public Roads Administration and the National Park Service in connection with the legal question as to what extent the City of Alexandria authorities could be compelled to follow the Commission's recommendations in connection with zoning matters of properties adjacent to Washington Street.

As to rezoning of Lots 2 to 6, southeast corner of Franklin and Washington Streets, the staff recommends that the application be rejected until plan for improvements of a more permanent nature is worked out. The staff recommended that the proposal to rezone 306 North Washington Street from A Residence to D-2 Commercial be vigorously opposed.

MOTION unanimously carried that the application for rezoning of Lots 2 and 6 at Washington and Franklin Streets be turned down until such time as definite plans for the redevelopment of the entire corner are submitted, and that the rezoning of property at 306 North Washington Street be vigorously opposed.

31. Battery Cove Transfer: (See also Par. 50)

MR. NOLEN reported that several years ago the War Department proposed that the Battery Cove area, containing approximately 46 acres, be turned over permanently by Executive Order as a military reservation, with the idea of establishing a radio receiving station for the War Department Army Post network. At that time, the Commission protested against this transfer, but suggested that part of the area might be transferred, excluding the part of this tract necessary for an alternate waterfront route for the Mount Vernon Memorial Highway and about eight acres at Jones Point for a park. The Executive Order covering this transfer was, as the result of the Commission's views, refused. The matter has now been revived by a letter from the Secretary of War to the Director of the Bureau of the Budget, requesting that the property be turned over to the War Department. The Director of the Bureau of the Budget has written a letter to the Chairman requesting a new report thereon. The proposal of the War Department is to expand the radio station now on this property. It contends that this would serve a very vital function of the War Department and is necessary to make it entirely independent of commercial communication channels. The War Department also intends to install high frequency wave length facilities for communicating direct with the War Department Building. In this installation, it will be necessary that the station be in view of the receiving element in the War Department. It is the opinion of the War Department that it will require the entire area for its layout, in addition to an area proposed to be acquired at some future time. The poles would be 90 feet high, and the War Department objects to the Parkway going through this area because automobiles will create interference with their radio operation.

Discussion included the question of whether additional dredging operations could be undertaken to enlarge the area; that the War Department does not wish the Commission to have any part of the reservation for park purposes; that installation might be undertaken on the basis of a temporary permit for a definite number of years, because of the rapid change of equipment and installation; that other locations might be considered which would meet the requirements of the War Department.

This subject postponed to give the representatives of the Signal Corps an opportunity to appear before the Commission.

32. Relocation of Mount Vernon Highway;
Washington National Airport: (See also Par. 38 & 57)

MR. NOLEN reported that he understands from the Public Roads Administration that it is proceeding with final plans for relocation of the Mount Vernon Highway, and that 12 feet additional for the road at the closest point has been obtained. A general plan showing the final location decided upon by the Public Roads Administration has been prepared and they are actually proceeding with construction drawings for grading of the route. The plans, however, fall short of the basic requirements set up by the Commission sometime ago. The edge of the roadway will be less than 60 feet from the new railroad right of way for a distance of some 300 to 400 feet, and will also be within 80 feet of the testing track on the other side.

MR. SETTLE reported that estimates are being prepared by the Civil Aeronautics Authority to obtain a sum of over \$1,000,000 to take over the Public Roads Administration plant and move their activities elsewhere.

While no action was taken on this subject, the Chairman pointed out that the Public Roads Administration are not locating the road where the Commission originally intended it should be, and that the Commission still feels that its original recommendation should be followed.

Par. 33 Land Purchase: (See Land Purchase Section)

RECESS: The Commission recessed from 1:15 to 2:00 p. m., and then reconvened for a joint session with the Commission of Fine Arts, including the Chairman and four members of that Commission.

PRESENT

MEMBERS: MR. F. A. DELANO, Chairman
COL. MAYO
COL. McCOACH
MR. WIRTH
MR. RACHFORD (CAPT. TANSEY also present)
MR. W. A. DELANO
MR. HUBBARD

Members of the staff also present

ALSO PRESENT MEMBERS OF THE FINE ARTS COMMISSION:

MAJ. GILMORE D. CLARKE, Chairman
MR. JOHN L. BORIE
MR. WILLIAM F. LAMB
MR. PAUL MANSHIP
MR. HENRY R. SHEPLEY

Par. 34 Land Purchase: (See Land Purchase Section)

35. Revised Shipstead Area Map:

MR. NOLEN reported that during the last Congress a bill was passed adding Lafayette Square to the Shipstead area. Several areas have also been authorized for acquisition by the Federal Government in the Northwest Rectangle which should be included in the scope of the Shipstead Act, as well as certain adjustments in the boundaries of Rock Creek Park through the acquisition of property. The staff has prepared a revised map showing these additions and now submits it to the Commission for approval, in accordance with the provisions of the Shipstead Act. This map has been checked and approved by the Coordinating Committee.

MOTION unanimously carried that the Commission approves plan bearing File No. 108.1-89, showing revisions in the scope of the Shipstead Act, and that the areas shown on said plan shall now be those embraced within said Act.

Discussion included further amendment of the Shipstead Act to include Maine Avenue facing Potomac Park, and also the north end of the War College; discussion of office building to be erected at Vermont Avenue and H Street, N. W., and in this connection, discussion of whether the zoning law could be amended in some way so as to limit the height of buildings facing Lafayette Square; that the 80-foot height limit should be extended to cover all properties surrounding Lafayette Square, and such height should not be exceeded; undertaking a study of changing the zoning of property around Lafayette Square; whether the height zoning of property could be taken into account by the Commission of Fine Arts in their consideration of plans coming before them under the Shipstead Act.

36. Plans for New Navy Building:

MR. NOLEN presented the three schemes for the proposed Navy Department Building as shown on models A, B and C which had been presented to the President early in August. He stated that the President had concluded that Scheme A, originally favored, with the main building mass facing to the south and the ships berthed along the sea wall, should be abandoned. The President strongly preferred Scheme C, which was drawn by the Supervising Architect's office following the suggestions made at the Commission's July meeting and including the interior ship basin. The following modifications were suggested:

1. That the entire group of buildings be moved east about 60 feet so as to join with the west pavilion of the Public Health Service Building.

2. That the Commission try if it can to work out a plan for extending the E Street Mall west from 23d Street to the main Navy Building, carrying the roadway down through arches in the building to the grade of 26th Street.

3. That the Joint Board Building at the south end of the Naval Hospital Hill be eliminated.

Mr. Foster, consulting architect of the Supervising Architect's Office presented blueprint of a scheme (Plan File No. 1.8-388) developed since the conference with the President to incorporate his suggestions.

In connection with the need for lowering the grade of E Street to carry out the President's plan, MR. NOLEN stated that the President had expressed the opinion that the two blocks to the north of E Street should be acquired in any event, which accords with the Commission's recommendation to the House Committee on Public Buildings and Grounds.

Discussion included reducing the abrupt rise of the terrace from the mall; revising the system of roads around the building, especially to the south from Constitution Avenue because of the number of intersections; the feeling that the treatment surrounding the building should not be so formal; that the Titanic Memorial west of the building may have to be relocated.

MR. NOLEN stated it is a question of whether the Commission desires to approve this plan in principle, subject to further study of details and cross sections.

MAJ. CLARKE stated that so far as the Commission of Fine Arts is concerned, they do not wish to approve the plan at this time, wishing to give it further consideration and study.

MR. FOSTER of the Procurement Division stated that he is merely bringing the Commission up-to-date on the progress they have made.

MAJ. CLARKE stated that his Commission would like to see profiles of that section to see how the terracing, etc., would work out. No action.

37. Garage for House of Representatives:

MR. DAVID LYNN, Architect of the Capitol, submitted for consideration of the Commission a tentative plan for a parking garage for the House Office Building, to be located on property owned by the United States just west of the new House Office Building, where it was once proposed to erect an addition to the House Office Building.

MR. LYNN discussed briefly the needs for this garage, and the plans for architectural treatment.

Discussion included traffic conditions in this area; capacity of the garage (400 cars); estimated cost, approximately \$1,000,000, exclusive of the land; that expansion or enlargement of the garage can be undertaken by extension to the south or increasing the height of the structure, and possibility of using the larger square to the west and keeping the parking all on one level.

No formal action taken at this time, but it was subsequently agreed that the Chairmen of the Planning and Fine Arts Commissions would sign a joint letter to Mr. Lynn suggesting that consideration be given to improving the conditions that exist in Square 635, abutting on the Capitol Grounds and Delaware Avenue to the west of the proposed garage by acquiring this property which is in the authorized area, and developing it with surface parking, attractively landscaped, as an extension of the Botanic Gardens. This proposal would have the further merit of permitting the widening of Independence Avenue.

38. Relocation of Mount Vernon Highway; Washington National
Airport: (See also Pars. 32 and 57)

MESSRS. TOMS and SPELMAN of the Public Roads Administration present for discussion of this subject.

MR. TOMS stated as follows: "At a former meeting, your Commission approved in principle the relocation of the road, but expressed concern over the width of the right of way between the Highway and the railroad property on the relocated line. At that time the best information we had in regard to the width between the railroad and our property line was 70 to 80 feet. Since that time we have been able to secure a curved taking line at the point where the right of way was most restricted, and at the present time the best we are able to offer for this short distance along the Highway is a right of way which has a maximum width between the center line of the Highway and the railroad property line of 90 feet. That obtains for a short distance. The grade controls on the relocated Highway are such that except at Four Mile Run, it will be through a cut for almost the entire length. A distance of about 500 feet only will not be filled. The fill will run to a maximum of five feet. We hope to have a mound six feet high on the railroad side, thereby effectively screening out the railroad. We will also have approximately 20 feet of flat surface on top of the mound, which will be enough for planting. We believe that will provide very effective screening. We also know that the adjoining property will not be used for railroad purposes for sometime to come. At one place between Four Mile Run and Alexandria, the distance is 90 feet from the center line, and we get 60 feet from the curb to the railroad property. It would be preferable not to go closer to the building than we have done at present."

MAJ. CLARKE stated that he personally feels that the important factor in this new Highway is the right alignment, and he is very much pleased with the alignment as now worked out. He stated further, "I, personally, would not be concerned about the 60 feet. I have heard of a good many places where you have had that distance or less and been able to screen out the buildings. I think MR. TOM'S suggestion of raising the mound six feet will cut the eye level to the railroad, and in view of the fact that there are no buildings there, you can provide more intelligent planning, and I see no reason why it could not be screened out."

In connection with moving the test track, MR. TOM stated that while it might be possible to shift this location of the track, a distance of only about 10 feet would be provided in the revised alignment.

MOTION carried by all present except MR. WIRTH, who was recorded as not voting, approving plan for the Mount Vernon Highway, bearing File No. 102.5-108.

39. Armory Plans (See also Par. 52)

MR. WYETH, Municipal Architect, submitted for consideration studies and models developed by his office for the armory at the end of East Capitol Street. The building will be designed to seat about 10,000 people and will be located between 19th and 22nd Streets; B street South and East Capitol Street; will be used for both military and public purposes; accommodations for seating about 4,000 people in the galleries and 6,000 on the floor; four entrances are provided.

COL. OEHMANN, Commander of the National Guard, was present and emphasized the need for the armory, and stated that it is so laid out that different units of activities can be accommodated in the building. They can be separated so that several can be carried on simultaneously. Several entrances and exits are provided to accommodate the different military activities, including an independent entrance and exit for heavy military equipment from both drill hall and basement.

The Chairman felt that the building should be so designed that it could be used for ice skating and hockey.

Discussion included the exterior surface of the building, preference being expressed for brick.

MOTION unanimously carried that the Commission approves in principle, but not in detail, the plans for the armory submitted by MR. WYETH, bearing File No. 37.5-103.

The Chairman directed the staff to study these plans in detail before they progressed too far.

MAJ. CLARKE stated that these plans were before the Commission of Fine Arts this morning, and had received their approval. The Commission of Fine Arts favored a light gray brick for the building.

The Chairman assured COL. McCOACH that the staff will go over these plans immediately so as not to delay the project.

40. Extension of E Street East of 17th Street:

MR. NOLEN submitted for consideration plans for the extension of E Street east of 17th Street to provide a 40-foot roadway with sidewalks located to miss the trees. If this is carried through, it will mean the ultimate extension or widening of E Street west to 18th Street, and when such work is undertaken, the ultimate width would be 56 feet between curbs. The plan has the approval of the Coordinating Committee.

Discussion included moving the Butt-Millet Memorial from its present location; whether the extension of E Street will improve traffic conditions west of 17th Street in the Northwest Rectangle; future construction of an underpass between 15th and 17th Streets; that funds for the construction work do not provide for any landscape work, which will have to be undertaken by the National Park Service.

MOTION unanimously carried that E Street east of 17th Street be extended at a width of 40 feet between curbs; that E Street be also widened from 17th to 18th Streets. This action with respect to the extension of E Street East of 17th Street being undertaken with the understanding that sidewalks will not necessarily be carried through parallel to the road but will be located to fit existing conditions.

41. Locations for Columbian Fountain:

MR. NOLEN stated that during the last Congress legislation was approved authorizing the erection of the Columbian Fountain on Federal property in the District of Columbia, the funds, however, to be provided from private sources.

The opinion was expressed by several members of the Commission of Fine Arts that this fountain could not be executed in marble, and great doubt was expressed whether funds for the erection of the fountain would ever be provided. The consensus of opinion was that the two Commissions would go into this matter if and when funds for the erection of the fountain were provided.

The Commission of Fine Arts withdrew at this point.

42. Confirmation of Buzzards Point Track Extensions:

MR. NOLEN submitted for formal approval of the Commission action taken by members of the Commission by mail vote for extension of tracks in the Buzzards Point area into Square 658.

The Commission unanimously approved and confirmed the report and recommendation submitted to the individual members and approved by them.

MR. NOLEN also submitted for confirmation and approval the recommendation submitted to members of the Commission for the extension of tracks in Square 609 in the Buzzards Point area in connection with the proposed additions to the Potomac Electric Power Company plant.

MOTION unanimously carried approving and confirming the report and recommendation which was submitted to the individual members by mail and approved by them.

43. Playground Development Plans:

(a) Mott School Playground:

MR. NOLEN submitted for consideration plans for a playground adjacent to the Mott School. The reason for this submission is that the present Howard playground across the street from the school is located on land owned by Freedman's Hospital and will ultimately be needed by the Hospital. The Alloy Dwelling Authority is developing a project in this vicinity and propose the inclusion of the area east of the school. As a result of the ultimate loss of the playground west of the school, it is the opinion of the staff that no new construction should be undertaken on the area east of the school needed for school playground. The staff feels that the Alloy Dwelling Authority should be advised that this area will probably be needed for playground purposes when the Howard Playground is no longer available.

MOTION unanimously carried that the Commission believes that the area east of the Mott School will be needed for future playground purposes, and that plans for the use and development of this area be submitted to MR. BARRETT'S committee and that the Alloy Dwelling Authority be advised as to the plan for the future use of this property for playground purposes.

(b) Playground Area in Fort Dupont Res. east of Ridge Road:

MR. NOLEN submitted for consideration plan for the development of a playground on the portion of Fort Dupont Res. east of Ridge Road and carried on the Commission's Recreation System Plan as a playground. An elementary school site is also needed for this area, and the plan developed provides for the playground on public property in conjunction with an elementary school on property to be acquired.

MOTION unanimously carried approving submission of Plan No. 10.23-49 to the various Committees concerned with this matter, with the statement that the plan is approved in principle by the Commission and is to be resubmitted for further consideration as to details.

44. Changes in Highway Plan and Street Closings:

- (a) Change in highway plan affecting property in the Northwest Section bounded by Van Ness Street, Fordham Road, Upton Street and Dalocarla Reservoir:

MOTION unanimously carried approving change in highway plan as submitted and shown on plan bearing File No. H. C. 189.

- (b) Change in highway plan closing part of B Street and a public alley in Square 5402; closing part of Ridge Road, S. E., and dedication and widening of Anacostia Road and Ridge Road in connection with a housing project:

MOTION unanimously carried approving change in highway plan and street closings, as recommended and shown on Plan bearing File No. H. C. 190.

- (c) Change in highway plan in area affecting Potomac Avenue from Nebraska Avenue and Weaver Place, and providing for elimination of the proposed street, being approximately the extension of Cushing Place from Sherrier Place to Potomac Avenue:

MOTION unanimously carried approving change in highway plan as recommended and shown on plan bearing File No. H. C. 191.

- (d) Closing part of Congress Street north of L Street, N. E., Square 748:

MOTION unanimously carried approving closing of street as recommended and shown on plan bearing File No. 22-56.

- (e) Closing U Street between 1st and 2nd Streets, S. W.:

MOTION unanimously carried approving closing of U Street between 1st and 2nd Streets, S. W.

- (f) Closing of 28th Street between 27th Street and Jenifer Street, abutting Square 2286 and Reservation 515:

MOTION unanimously carried approving closing of 28th Street between 27th Street and Jenifer Street, N. W. and shown on plan bearing File No. 16-71.

- (g) Closing A Street, N. E. between 19th and 22nd Streets, and closing 20th and 21st Streets between East Capitol and B Streets:

MOTION unanimously carried approving closing A Street, N. E., between 19th and 22nd Street, and 20th and 22nd Streets between East Capitol Street and B Street South as shown on plan bearing File No. 37.5-101.

The above street closings and changes in highway plan were submitted to the Commission for consideration by the District Commissioners and have all been approved by the Coordinating Committee.

45. Land Transfers:

- (a) Land Transfer involving the intersection of Third Street and Massachusetts Avenue, N. W., part of Reservation 76:

This transfer is necessary in connection with the widening of Third Street to 56 feet, and the future widening of Massachusetts Avenue.

MOTION unanimously carried that the Commission approves the transfer of part of Reservation 76 at the intersection of Third Street and Massachusetts Avenue, N. W., from the National Park Service to the District Commissioners, and that the question of width of Massachusetts Avenue be worked out later.

- (b) Transfer of land for the purpose of opening of 49th Street adjoining Reservation 530:

MOTION unanimously carried approving transfer of part of Reservation 530 from the National Park Service to the District Commissioners for the opening of 49th Street, as shown on plan bearing File No. 10.1-64.

RECESS: The Commission recessed at 5:10 p. m., and reconvened at 9 a. m., the following morning to continue the inspection of lands included within the 1941 Land Purchase Program, and then to reconvene in regular session.

PRESENT

MEMBERS: MR. F. A. DELANO, Chairman
COL. MAYO
CAPT. TANSEY
MR. WIRTH
MR. RACHFORD

Members of the staff also present.

46. Coast Guard Building; Washington Channel
Waterfront Development:

MR. NOLEN stated that some time ago detailed plans were before the Commission and approved for proceeding with the development of the waterfront, in accordance with general plans approved by Congress. More recently, the Commission has had under consideration a site for the Coast Guard building adjacent to the waterfront at the foot of Seventh Street in order to have adjacent facilities for Coast Guard vessels. Related to this is the conclusion that it would be highly desirable to have a public boat landing along the channel, and in cooperation with the U. S. Engineer Office, a series of studies have been made in order to find a satisfactory plan. The problem is complicated by the fact that the most favorable location for a public landing seems to be at the location most valuable for the longer piers.

The studies developed by the U. S. Engineer Office were submitted and discussed. Under the plan now being carried out, there will be no public wharf, but a large pier will be constructed as shown on the plan.

COL. THOMAS, District Engineer, was present and stated that the basic plans for the waterfront now being carried out were definitely approved by Congress, and the only changes that can be made are those indicated on the plans, but they must conform with the basic plan, and any material changes would require Congressional authorization.

REAR ADMIRAL HARVEY F. JOHNSON, Engineer in Chief of the Coast Guard was present and stated they have always felt a great need for having some kind of a building close to the river in the vicinity of Washington, so that when their vessels come here, they will have a place to berth. They have always contemplated bringing small boats and vessels here, especially in connection with patrolling the river and docks, and also in connection with regattas, etc. They have always felt that it would be desirable to have a building for their activities on the waterfront, and have considered a site on the north side of Maine Avenue at Seventh Street with passage-way across Maine Avenue to the river. ADMIRAL JOHNSON also stated that he feels his organization is in a preferred position because funds were once appropriated for their building, but later relinquished and the building never materialized, and felt that his organization should be given priority in building construction plans. It was originally contemplated that their activities would be housed in the Apex Building.

MR. NOLEN stated that it will be necessary to secure legislation to proceed with any plans for such a building on Maine Avenue, and that any such legislation should be taken up with the President's Public Buildings Committee in connection with the public buildings program with a view to having it included in the program. The Commission should also determine whether or not there is sufficient merit in the proposal for a Coast Guard building and wharf facilities on Maine Avenue to warrant action on the part of this Commission

in recommending to the U. S. Engineer Office that they develop studies along these lines, with the idea of getting Congressional approval. The staff also feels that it is desirable to provide a public landing along the waterfront, and that if necessary recommendation should be made to the U. S. Engineer Office to undertake a study for a definite plan along that line, including preparation of estimates of cost, etc., with a view to submitting the matter to Congress.

COL. THOMAS stated further that Washington has a very limited amount of navigable deep water, and that the piers and development along the waterfront should be based on utilitarian purposes as paramount. He stated further, "I am not in favor personally of assigning a pier to any Government agency for its exclusive use. I believe there could be a pier established near the War College which could be a Federal pier available to the White House, Coast Guard, and other U. S. agencies. It seems to me that the only workable way to go ahead with the plan is to carry it out so far as it is now planned. Also authority should be obtained directing a survey of the whole waterfront covering recreation facilities and other activities, including other river uses. We should not put one pier there which would be used exclusively for any one activity, but which should be for joint use."

COL. THOMAS stated further that the Chief of Engineers' Office could not initiate legislation for such an extensive survey of the whole waters and waterfront in the District of Columbia and adjacent metropolitan area, but that perhaps the Commission under its broad planning powers could initiate recommendations for such a survey and these recommendations could be supported by the District Commissioners and the Board of Trade.

Discussion included feeling of the Coast Guard that they saw no reason why other agencies of the Government should not use their pier; that the Commission and the U. S. Engineer Office did not wish to see undone what was already being accomplished; that the Buzzards Point area has always been set aside for industrial and commercial waterfront development, and the Washington Channel for light commercial, passenger and recreational development; that the Coast Guard will need approximately 175,000 square feet net floor space for their purposes; that any study undertaken should include consideration of any other agencies that might be located adjacent to the waterfront.

MOTION unanimously carried that the Commission recommend to the proper authorities the following authorization for a comprehensive survey of the waters and waterfronts in the District of Columbia and environs:

"POTOMAC RIVER AND TRIBUTARIES: The waters and waterfronts in the District of Columbia and the adjacent metropolitan area, with the view of surveying same and preparing and submitting comprehensive plans, estimates of cost, and recommendations for the construction of suitable terminals and adequate channels for commercial use by water transportation, for seaplane use, for recreational use by pleasure craft, and for other purposes together

with all facilities relating thereto, their management and control, and for the removal of the piers and abutments of the old Aqueduct Bridge, to the end that there will be attained a full and proper co-ordinated development and improvement of the shores and waters at and near the National Capital which will adequately serve the varied interests concerned. This study and report are to be made under the direction of the Chief of Engineers, in consultation with the National Capital Park and Planning Commission and the Commissioners of the District of Columbia, and shall also contain their recommendations on the matter."

The Chairman requested MR. NOLEN to give him full details on the different suggestions for the development of the Washington Channel waterfront, and stated that he will discuss the whole matter informally with the Federal Works Agency, including a building for the Coast Guard. The Chairman stated further that he will also go into the question of having the President's Public Buildings Committee consider the location of a building for the Coast Guard on the waterfront.

47. Occoquan Wharf:

CAPT. TANSEY stated that some time ago the District Government made a decision to move the Occoquan wharf from the Washington Channel waterfront to the Anacostia waterfront. This change was to have been undertaken as part of the P. W. A. program, for which funds were solicited. Unfortunately, there has been some delay in the availability of these funds, and at present it is not known what the decision of the District Commissioners is.

Action on this subject postponed at this time, and the Commission requested CAPT. TANSEY to take this matter up with the Executive Committee of the Commission.

48. Public Landing Facilities on the Washington Waterfronts:

MR. NOLEN read to the Commission a letter, which in substance suggests that such landing facilities be provided on the Washington waterfront, attached as APPENDIX "E".

MOTION unanimously carried that the Commission reply to the above letter from the Commodore of the Arlington Yacht Club advising him that the Commission is making a study of the general waterfront problem and that the suggestions in his letter will be referred to the U. S. Engineer Office in connection with their proposed study and plans for the waterfront, if and when authorized.

49. Grade Separation, 14th and Water Streets:

MR. NOLEN stated that the staff, in cooperation with the Coordinating Committee and the District Highway Department, have been studying the grade separation problem at 14th and Maine Avenue. CAPT. WHITEHURST'S office has been giving intensive study to this matter, and has developed certain preliminary plans.

CAPT. WHITEHURST was present and displayed those plans, and stated that he is not asking for any action of the Commission at this time, but merely to give the Commission an idea as to the lines along which they are proceeding. Under these studies, 14th Street traffic will be carried over Maine Avenue, and Maine Avenue traffic under 14th Street. Connections are provided from Maine Avenue to the high level 14th Street road, and similar connections from 14th Street to Maine Avenue. An effort has been made to keep the park traffic separated from the general traffic. The plans also propose to replace the railroad bridge across Maine Avenue which now has columns in the center of the street. A clover-leaf plan for handling traffic has been worked out on present publicly-owned land. This plan would require approximately 10 feet additional of railroad property, and it appears that the Railroad Company is willing to cooperate in this connection. These plans are also developed so that they will fit in with any future plans to replace the railroad bridge.

Discussion included the plans of the Pennsylvania Railroad to electrify their lines from Washington to Richmond, and replacement of the railroad bridge across the Potomac; desirability of more space between the traffic road and the railroad; whether there are any objections to shifting it slightly to the west to obtain more open space; that it is possible to shift the road according to the studies developed; that the railroad engineers prefer a separate bridge for railroad traffic in preference to a bridge combining railroad and general traffic; advantages that can be obtained by straightening Maine Avenue as it approaches 14th Street from the west; that the District Government in studying plans should take into account any new railroad bridge across the Potomac.

No action.

50. Radio Signal Station - BATTERY COVE:(See also Par. No. 31)

COL. CLYDE L. EASTMAN of the Signal Corps was present for discussion of this subject. He emphasized the need of this area for a radio receiving station to tie in with the radio system established at the different army posts throughout the United States, Alaska and Hawaii. The station at Battery Cove is considered an essential unit of the entire system which furnishes complete radio communication facilities between the War Department and practically every army post in the United States and the foreign posts. Also, in the event of failure of commercial communication lines, the War Department is not compelled

to rely on this means of communication with army posts. Battery Cove station is the nerve center of the whole system. The area under consideration including additional land to be acquired is considered adequate for the present needs. The Chairman pointed out to COL. EASTMAN that the Commission has always planned that part of the Battery Cove area should be preserved for extension of the Mount Vernon Highway by-pass route through Alexandria along the waterfront and that nothing should be done that would permanently block this possibility.

Discussion included the question of whether the area could be extended by dredging operations into Hunting Creek as a means of compensating the Signal Corps for land that would be reserved for Mount Vernon Highway route; interference by traffic and close utilities with the Signal Corps operations; views of COL. EASTMAN that the Signal Corps has an open mind on this matter and is willing to cooperate as fully as possible, provided they are able to maintain the required efficiency of the station and provide the facilities needed; that the noise of nearby traffic will interfere with the receiving station; possibility of interference with the receiving station from close proximity to Alexandria; that the Signal Corps appears to be wedded to the site because of technical conditions only; that the Signal Corps required a direct sight from the station location to the War Department building and while this requirement is an essential, it could be met by locating the station further down the River if a satisfactory site could be found; opinion of COL. EASTMAN that if another site could be provided, which would be within view of the War Department that they would be glad to undertake necessary tests and if no money were involved, would be glad to consider transferring to such other site; suggestion that the Signal Corps occupy the Battery Cove site by a temporary permit with the understanding that they would move to some other location permanently; the suggestion of having the Signal Corps furnish the Commission specifications of a site including the minimum and maximum distance that it could be removed from Washington, with a view to having the Commission study this matter; whether the poles could be erected in the water instead of on land and in the meantime, using the area now occupied by the Signal Corps; feeling of Col. Eastman that it would be satisfactory for the Signal Corps to operate under a revocable permit with the understanding that the lower area would be vacated at some later time.

MOTION unanimously carried that in view of the present emergency and in order that the War Department may make certain improvements on Battery Cove in connection with its signal station and add certain adjacent lands thereto, the Commission withdraws its objections to making a military reservation of the Battery Cove property, except a stretch of land on the northwest side thereof needed for a proposed parkway and containing approximately 6.53 acres; that during the present emergency the proposed parkway strip be used by the Signal Corps, and that at the end of the emergency it be transferred by proper procedure to the National Park Service; that the Commission believes further that even this extended area will eventually prove inadequate as a War Department receiving station, and the Commission agrees to assist the War Department in making a study of possible sites more adequate in size and more suitable for present use and future development.

COL EASTMAN felt that this arrangement would be entirely agreeable and satisfactory.

It was also agreed that the Commission and staff would see if another permanent site could be found.

51. Signal Station at Fort Hunt:

MR. WIRTH stated that several days ago the War Department made application to the National Park Service to occupy and use several buildings now located at Fort Hunt and permission to erect several poles. When the matter was first discussed, it was necessary that the plans for this installation be kept secret and not much information was available as to the extent of the operations. However, more information has now been obtained and it was necessary to revoke the earlier approval and consult the Secretary of the Interior further in connection with the matter. It now appears that the War Department is requesting permission to erect twelve 45' poles on the area.

Discussion included the question of whether consideration had been given to using part of the Chopawamsic Recreation area under the supervision of the National Park Service; the fact that the Coast Guard has on two occasions requested permission to erect a radio station on Fort Hunt and each time the Commission refused permission and it is thought that to grant it now might be embarrassing at some future time; that the Commission should take into consideration the present emergency situation in connection with this matter.

MOTION unanimously carried that in view of the emergency the Commission interposes no objection to the temporary erection at Fort Hunt of antennae with the understanding that at the end of the emergency, they will be removed and with the further understanding that this use will not interfere with the use of the area by the general public. COL. EASTMAN withdrew at this point but before doing so invited the Commission to inspect their facilities at the Munitions Building.

52. Armory: (See also Par. 39)

The Chairman in discussing the Commission's previous action, stated that he had suggested the Commission approve the Armory plans in principle with the thought that the Commission and its staff should give further study to these plans with a view to developing any suggestions that will permit enlarging the capacity of the central drill hall area. Some members feel that it can be enlarged 30% without destroying the plan. It is the desire of the Chairman to go into this matter and submit the findings back to the District Commissioners as recommendations. Such study is in accord with the views of the Congressional appropriation committee that a building should be erected of such type that it could be enlarged at some future time. Such study will not delay the plans materially.

MOTION unanimously carried that an executive committee of the Commission, composed of the Chairman, Executive Officer and Col. McCasch be authorized to pass on this matter. The Chairman stated that it was his thought not to delay the plans in any way but to have the staff study this matter immediately so that definite answer can be given the District Commissioners within a week.

53. Board of Zoning Adjustment Report:

MR. NOLEN stated that the Board of Zoning Adjustment has submitted its annual report summarizing its actions. As the Commission's representative on the Board he recommended the report be attached as an appendix to this meeting.

MOTION unanimously carried that the report of the Board of Zoning Adjustment be made a part of the minutes of this meeting as an appendix. (See APPENDIX "F").

54. Gasoline Station Reports:

Action on these matters deferred.

55. Construction of Diorama with FWA Allotment:

MR. NOLEN reported that the Commission has received an allotment of \$5500 for the construction of a diorama of the Central Area, illustrating the Public Building Plan. This work will be undertaken in cooperation with the Department of the Interior, Branch of Exhibits, and it is proposed to turn over to the Interior Department the sum of \$4800 to cover the work that they will perform. In connection with this transfer, MR. SETTLE recommended that the Commission formally approve and authorize the Executive Officer to execute the agreement for the transfer of funds to the Interior Department.

MOTION unanimously carried approving the draft agreement between this Commission and the Department of Interior in connection with the construction of the diorama model of the Central Area, involving the advance of \$4800 for this purpose and authorizing the Executive Officer to sign the agreement for and on behalf of the Commission.

56. Repair of Commission's Central Area Model:

MR. NOLEN stated that the President has expressed a wish to have one of the Commission's Central Area models set up in the White House and with this in view the newer model is being brought up to date. In this connection, suggestion was made that the older 1932 model should be brought up to date so that the newer one might be moved to the White House for a short period without handicapping the Commission's work.

The Commission agreed that the two models should be brought up to date and that the newer one should be set up in the White House in accordance with the President's wishes.

57. Mount Vernon Highway and Gravelly Point Airport:
(See also Par. 32 and 38)

MR. NOLEN announced that an article in the newspapers reported that the Civil Aeronautics Authority has received an allotment of funds to move the Bureau of Public Roads' activities out of this area which will eliminate the test track. In view of this allotment, the staff feels that a better solution of the Mount Vernon Highway relocation along the railroad can be found, based on the assumption that the test track will be removed. The staff believes that a satisfactory alignment can be worked out to give a greater distance for screening between the railroad and the highway as originally recommended by the Commission. MR. WIRTH requested that the Commission's action of yesterday be held in abeyance until further study is given this matter and that the Commission request reconsideration by the Public Roads Administration after further study by the staff of the plan submitted.

MOTION unanimously carried that the Commission's action in connection with this matter taken yesterday be held in abeyance.

Adjournment:

The Commission adjourned at 1:30 p. m.

Arno B. Cammerer
Executive Officer

T. S. Settle
Secretary